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IS NO GOOD, AND MILK WITHOUT CREAM IS WORSE.
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Brand Condensed MILK.



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[899]

Hongkong Daily Press.

ESTABLISHED 1857

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East.

No. 16,581. 號一十八百五千六萬壹第 日三十二月五年三統宣 HONGKONG, MONDAY, JUNE 19TH, 1911. 一拜禮 號九十月六年一十百九千一英港香 PRICE \$3 PER MONTH.

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A strong British Corporation Registered
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Insurance in Force ... \$37,855,885.00
Assets ... 8,415,250.00
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Total Security to Policyholders 8,216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
ton, Macao
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B. W. TAPE, Esq., and the
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Alexandra Building.

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7.00 a.m. to 8.00 a.m. ... Every 15 minutes.
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11.00 a.m. to 12.00 noon ... Every 15 minutes.
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1.00 p.m. to 1.45 p.m. ... Every 15 minutes.
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2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
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8.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m.
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12.00 noon to 1.00 p.m. ... Every 10 minutes.
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NIGHT CARS as on Week Days.
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SPECIAL CARS by arrangement at the
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Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 16th June, 1911.

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Hongkong, 12th April, 1911.

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WARDROBES, HALL STANDS, HALL CHAIRS,
FANCY WRITING TABLES, FOLDING CARD TABLES,
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IN MAGNUMS, QUARTS AND PINTS.

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MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

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The departure of the Night Steamers to Canton on Coronation Days, 22nd and 23rd inst.,
will be at 11.30 P.M., instead of the usual time.

The above sailings are subject to change.

Booking Office Open Daily (Sunday excepted), 9 A.M. to 5 P.M.

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Builders and Repairers of Ships, Engines and Boilers and Electrical Engineers.
Manufacturers of Contralto Condensers, Stone's Manganese Bronze,
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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

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Lifting Power.	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in.	450 Feet.	580 Feet.
" Breadth "	55 "	65 "
" Draft "	22 "	25 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Shovel, capable of lifting 40 ton weight.

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The Unknown God, Putnam Weale.

Adventure, Jack London.

The Green Mouse, Robert W. Cham-

bers.

William Le Queux.

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A. & E. Cattle.

A. Conna Doyle.

W. E. Norris.

A. W. Marchmont.

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Anthony Hope.

The History of Mr. Polly, H. G. Wells.

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A Priestess of Humanity, Mrs. S. Wrench.

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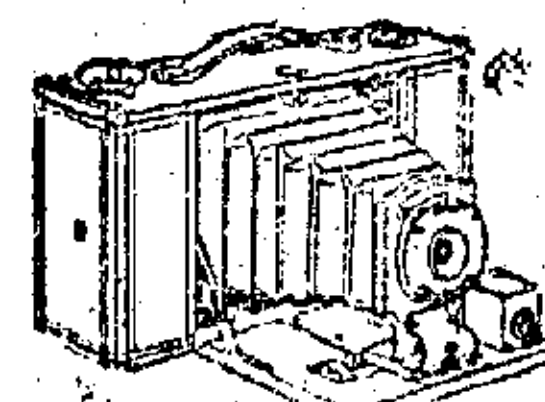


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FRESH KODAK FILMS IN STOCK.

DEVELOPING AND PRINTING A SPECIALITY.

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Telegraphic Address: "DOCK," Yokohama.

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DRY DOCK DEPARTMENT—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material

including tail shafts are kept in stock. Two powerful tow boats, floating derrick to

lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,

tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT—

106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private

bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Custom-house brokerage and insurance undertaken. Duties moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

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CHINESE BROKER**, who thoroughly
understands the Sundry Goods Business. A
Good Salary to a Capable Man.
Apply in writing to "X"
Care of "Daily Press" Office.
Hongkong, 2nd June, 1911.

EMPLOYMENT WANTED.

A Capable CHINESE with a good working
knowledge of English desires employment.
Satisfactory references as to character, &c.
Apply—
A. B. C.
Care of "Daily Press" Office.
Hongkong, 17th May, 1911.

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Lavatory attached.

Perfect Sanitation.

The new Lounge will Shortly be Completed.

A la Carte Restaurant and Grill Room

Open 1st October.

[a31] J. H. TAGGART, Manager

Hongkong, 24th July, 1905.

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Mineral Table Water.

A. S. WATSON & CO.,

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HONGKONG.

G. R.

TO CELEBRATE THEIR
MAJESTIES' CORONATION.HIS EXCELLENCY THE GOVERNOR
will be at Home at Government House
to Residents in the Colony on THURSDAY,
22nd June, 1911, at 8.30 P.M.
Evening dress, with decorations.Lists are available for signature at the places
mentioned in the advertisement appearing on
page 4.

BIRTHS

On June 11th, at Shanghai, to Mr. and Mrs.
F. W. POATE, a daughter.
On June 12th, at Shanghai, the wife of G.
P. FORSTER, of a daughter.

DEATHS

On Sunday, June 18th, at Woolloom, Kow-
loon, NORA ELIZABETH, infant daughter of
Captain and Mrs. W. G. FITZGERALD, aged 10
months.HONGKONG OFFICE: 10A, DES VUE ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press

HONGKONG, JUNE 19TH, 1911.

The Lunatic Asylum in Hongkong is not an institution which comes very prominently under public notice; indeed it is possible that there are not a few residents who are totally unaware that the Government makes any provision whatever for the care of the insane. We write "care" advisedly rather than "cure" for this asylum is not an institution likely to promote cures, and we feel sure that if the community were better acquainted with the Colony's arrangements for the care of the insane, the urgent need of improvement in this respect would be very strongly pressed upon the Government. Two Justices of the Peace inspect the Asylum each month, we believe, and, as there are nearly two hundred officials and unofficers on the list of Justices, there must be a goodly number of residents who are familiar with the conditions prevailing at this institution, and we wonder whether any complaints have ever been made to Government by visiting Justices? We have had our attention directed to this institution on three or four occasions, and on hearing it referred to recently as a "public scandal," we obtained permission to visit the place. Having quoted this strongly-expressed opinion, it may be as well to say at once that

it has reference entirely to the accommodation provided, and it must not be assumed that any reflection is cast upon the medical officers or the staff of attendants. But it will be apparent to all who visit the institution that the doctors and attendants must be greatly handicapped in their work by the place being so ill-adapted for the purpose it is required to serve. Accommodation is provided for about 25 patients, half the building being set apart for Europeans, and half for Chinese, these sections being subdivided for the separation of the sexes. Each ward opens out on to a verandah which, with the ward itself, forms a sort of common room for the patients. All the verandah windows are iron-barred. On the lower floors the view is the blank high wall which encloses the building. The sleeping accommodation is on the prison cell model. The only open space in which it is possible for the patients to take open-air exercise is a cement pathway, a couple of dozen yards in length and about six feet in width. In short, the place has more of the aspect of a prison than of an asylum for the care and cure of the insane. Patients wander aimlessly about the wards, having nothing to occupy their attention but their own thoughts which are often, no doubt, very interesting and very absorbing, but it is an occupation, we imagine, not conducive to the improvement of a patient's mental condition. Now that public attention is called to the matter, perhaps the Government will seriously consider whether this building should not be condemned and a new asylum more in accord with modern ideas provided. This involves removal to another site, a suggestion which we are very sure will be welcomed by all who are condemned to reside in the neighbourhood of the present asylum, for the authorities can hardly be unaware of the fact that the asylum constitutes a great nuisance to all who live within ear-shot of the language of the more obstreperous inmates. One of the objections to removal can be readily conjectured. The proximity of the asylum to the Government Civil Hospital makes possible its medical supervision by the doctors of the Civil Hospital. If the asylum were removed to Pokfulam or to the other side of the water—as it must be in order to provide the grounds which are considered in these days to be an essential part of an asylum—it would certainly involve the appointment of a resident medical officer. In that case we think it would be the better plan to remove the asylum to Shatin or Tai-po, appointing a medical officer who would be available for duty in the New Territories. But, this is a matter of detail which it is for the Government to settle. Our duty is merely to point out that the provision made in the Colony for the care of the insane is a reproach, and we invite the Government to take the matter into its consideration.

H.M. ships *Monmouth*, *Astrae* and *Flora*
arrived in port from the North on Saturday.A Chinese residing on the second floor of No.
105, Queen's Road West has reported to the
police that he has been robbed of \$900.A money changer carrying on business at
161, Connaught Road Central has reported to
the police that someone entered his shop last
week-end and stole \$120.It is notified by the Registrar of Companies
that at the expiration of three months from
June 9th the American Cinematograph and
Vanderville Co., Ltd., will, unless cause is shown
to the contrary, be struck off the Register, and
the Company will be dissolved.The Hongkong Post Office has been trans-
ferred from the old building to the new Post
Office at the corner of Des Voeux Road and
Connaught Road. The letter boxes for posting
of correspondence will be found on the side of
the building facing Pedder's Street, and oppo-
site the Hotel Mansions.The Criminal Sessions open at the Supreme
Court this morning. The calendar contains
the following cases—Chan U and Wong in
kidnapping; Pang Yu Ngen, robbery; Sham
Chong, obtaining money by fraud; Wong Fuk
On and Un Pak, armed robbery; Tsan Sang,
kidnapping; Hui Wong Wah and Yung San,
breaking and entering.The usual fortnightly meeting of the Sanitary
Board will be held to-morrow. Among the
papers on the agenda is a minute by the Presi-
dent relative to the plan of the market and
slaughter-house building at Aberdeen. The
report of the committee relative to the burial
of the remains of Mr. Chas. Tong Howe in the
Colonial Cemetery will also be considered.His Excellency the Governor has appointed
Dr. H. Macfarlane and Dr. C. M. Heanley to
be medical officers for the purpose of section 6
of the Coroners Ordinance, 1888, and under
sub-section 17 of the Births and Deaths Regis-
tration Ordinance, 1896, the same gentlemen
have been appointed medical officers for the
purpose of instituting inquiries with a view to
ascertaining the true cause of death of any
person who has not been attended during his
last illness by a registered medical practitioner,
and of reporting thereon to the Head of the
Sanitary Department, or to a Registrar of
Deaths.It is announced in the *Gazette* that Mr. M.
Brown, cadet, passed his final examination in
Cantonese on May 29th.The proclamation declaring Hoihow to be a
port or place at which an infectious or contagious
disease prevails has been rescinded.On the occasion of the funeral of the late Sir
Hormusjee Mody, Mr. Mes Cheong took several
photographs and has sent us four of the pro-
cession from the Monument to the Cemetery.A typhoon warning received by the American
Consulate General from the Manila Observatory
yesterday at 1.30 p.m. reported a typhoon to be
N.E. of Malacca, moving N.N.W. or N.While on patrol duty at Cheungshui last
week, Sergeant Kerr became suspicious of three
men whom he saw in charge of a boy. He took
the men to the police station, and subsequently
learned that a boy had been stolen from Tai-
kotsan on the 6th instant. The men were
charged with kidnapping, and the case was
remanded.Manila newspapers announce the marriage of
Mr. P. G. McDonnell, member of the Munici-
pal Board of Manila, and Mrs. Erna M. Lucas,
of Charleston, S.C., the wedding taking place
at the Presbyterian Manse by the Rev. E. B.
Cooke, pastor of the First Presbyterian Church.
Mrs. McDonnell is described as a charming
blonde who has been residing in Hongkong and
Manila for the past three months. Mr.
McDonnell came to Manila in the Days of the
Empire as the *New York Sun* correspondent
and served that great newspaper all through
the Philippine insurrection. He later became
a member of the municipal board and has
resided there ever since. He is a prominent
clubman, and has also taken a leading part in
local polo, being considered one of the best
players in the islands. Mr. and Mrs. McDonnell
are spending their honeymoon in the United
States.

THE LATE SIR HORMUSJEE MODY.

RESOLUTION APPROVED BY THE COURT OF
THE UNIVERSITY.The following resolution has been forwarded
by the Hon. Colonial Secretary for publica-
tion:—

"The Court of the University of Hongkong
hereby resolves to include in the Minutes of
its Proceedings for record in the Archives of
the University, an expression of its sense of the
great loss which the University has sustained
by the death of Sir Hormusjee Mody, to whose
initiative more than to any other individual the
University owes its existence, and by whose
large generosity the buildings are being pro-
vided—the completion of which it is a source of
profound regret that he has not lived to see.
Foremost among the other evidences of his lib-
erality they will perpetuate his name in this
Colony among future generations, and we trust
that his high hopes of the educational benefits
which the University will confer upon Hong-
kong and China may be amply realised."

CONDOLANCES FROM CANTON.

A Canton correspondent writes that the Paisee
Community there were prieved to learn by
wire on Friday of the death of Sir Hormus-
jee Mody, who had been the acknowledged head
of the community for over 25 years. They
sent a telegram of condolence to the Secretary
of the Paisee Charity Funds, to be conveyed to
Lady Manokhai Mody. The sad event has cast
a gloom on the little Paisee community of
Canton.NEW TOYO KISEN KAISHA
STEAMER.The new Toyo Kisen Kaisha steamer, the
Shingo Maru, a sister ship of the *Tengo Maru* and
Chiko Maru, will commence her maiden voyage
on the 28th August next from Kobe, replacing
the *Nippon Maru* at that port. Passengers and
cargo for Yokohama, Honolulu and San Fran-
cisco per the *Nippon Maru* will be transhipped
to the *Shingo Maru* at Kobe.The *Shingo Maru* has a displacement of
21,650 tons, is fitted with Parsons steam
turbines with triple propellers, and has all the
latest modern improvements for the convenience
and comfort of passengers, a special feature
being a spacious palm garden situated on the
bridge deck.Brief particulars of the steamer are as
follow:—Class, 100 A1 at Lloyd's; displacement,
21,650 tons; gross, 13,700 tons; length, 570
feet; width, 63 feet; depth, 46 feet; height from
keel to navigation bridge, 76 feet; speed, 21
knots; engines, Parsons' steam turbines with
triple propellers; boilers, 13; bulkheads, 10; bot-
tom, double; decks, 7; material, steel.TRANSHIPMENT AT HONGKONG
FOR THE PHILIPPINES.

IMPORTANT NOTIFICATION.

It is notified in the *Gazette* that information
has been received from the British Ambassador
at Washington to the effect that the Court of
Customs Appeals have decided that transhipment
at Hongkong does not vitiate direct shipment
from the Philippines to the United States of
America for the purpose of benefiting under
the provisions of the Tariff Act of 1909.THE COLONIAL FINANCIAL
STATEMENT FOR MARCH.The Colonial Treasurer's financial statement
for the month of March shows that the revenue
for that month was \$516,135.46. This amount
with the balance of assets and liabilities on
February 28th, which stood at \$1,550,894.37,
gives a total of \$2,066,969.83. Deducting
\$322,112.45, the expenditure for March, the
balance stands at \$1,744,857.38. The total assets
of the Colony on March 31st were \$7,154,214.85,
and the total liabilities \$5,369,457.47, which
leaves the credit balance set out.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.][REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]A CHAIN OF STATE-OWNED
WIRELESS STATIONS.

HONGKONG STILL A MISSING LINK.

LONDON, June 17th

At the Imperial Conference the Imperial
Government considered the speedy
establishment of a chain of State-
owned wireless stations most desirable
both strategically and commercially.
The Government proposed to begin
with six stations set up in England,
Cyprus, Aden, Bombay, The Straits
Settlements and Australia.THE TRADE RELATIONS OF
THE BRITISH EMPIRE.

ROYAL COMMISSION TO BE APPOINTED.

LONDON, June 17th.

Sir Wilfrid Laurier has proposed
at the Imperial Conference a motion
that a Royal Commission representing
the Empire be appointed to enquire
into the Empire's trade relations.
The motion was adopted.CHINA'S LATEST FOREIGN
LOAN.

SUCCESSFUL FLOTATION.

LONDON, June 17th.

The prospectus has been issued of
an Imperial Chinese Government loan
of six millions sterling in 5 per cent.
bonds at a price of 100½, the proceeds
of which are to be devoted to the con-
struction of 1,124 miles of railway in
Hunan and Hupoh, connecting the
Canton-Hankow and Peking-Hankow
lines.The subscription lists in London
and Berlin were closed immediately.
The loan is about one per cent.
premium.THE RECIPROCITY AGREE-
MENT.

LONDON, June 18th.

Sir Wilfrid Laurier, speaking at a
luncheon at the Constitutional Club,
said that the Reciprocity Agreement
between Canada and the United
States was no solemn treaty, but one
which could be revoked at any time.

SULTAN'S VISIT TO ALBANIA.

LONDON, June 18th.

It is reported from Constantinople
that the Sultan attended a Sejmek
on the historic plain of Kosovo.
In the presence of 150,000
Albanians the Grand Vizier, in the
name of His Majesty, expressed the
Sultan's confidence in the loyalty of
the Albanians.

THE CORONATION.

CHINESE ENVOYS ARRIVE.

LONDON, June 17th.

The Chinese Mission has arrived
for the Coronation.The Envoys were met at Dover by
representatives of the Foreign Office.EX-PRESIDENT DIAZ ARRIVES
IN SPAIN.

LONDON, June 17th.

Ex-President Diaz of Mexico has
arrived at Vigo.

THE SHIPPING STRIKE.

LONDON, June 17th

Telegrams received from various
ports of Great Britain and the Con-
tinent show that the strike is growing.
In some cases steamers have
secured crews by means of offering
increased wages.[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[FROM THE "CHUNG NGOI SAN FO."]

CANTON-HANKOW RAILWAY.

PEKING, June 18th.

An Imperial Edict was issued yes-
terday stating that the shares held by
the Canton people in the Canton-
Hankow Railway were of no more
than half of the face value. The
Government proposes to pay 60 per
cent of the value, bonds without
interest to be given for the other 40
per cent., these bonds to be redeemed
by profits made out of the railway
during the next ten years.Of the shares held by the Hunan
and Hupoh people the whole value
will be given.[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

AFFAIRS IN PERSIA.

LONDON, June 17th.

A Teheran telegram states that
Sipahdar, who is Premier and War
Minister, has ostensibly left for Europe.
His departure was very hastily
arranged. He has not resigned, but
wrote repenting that he had assigned
reasons of health for his departure.

THE CORONATION CELEBRATION.

THE DELEGATES FROM MANILA.

We are informed that Manila is tending in
response to the Coronation Committee's invita-
tion the following delegates:—Hon. C. B.
Elliott, Secretary of Commerce and Police and
General John J. Pershing, Governor of Moro
Province, accompanied by Lieut. Swift, aide,
Dr. P. C. Freer, Director of the Bureau of
Science, Col. J. L. Chamberlain and Mrs.
Chamberlain, and Mr. and Mrs. Charles
Durham.The party due on Wednesday the 21st at 2
p.m. They are coming on the cableship *Rial*.

SERMON BY THE BISHOP OF VICTORIA.

The Bishop of Victoria, preaching at St.
John's Cathedral yesterday morning on Ps. 20,
5, "in the name of our God we will set up our
banners," made several local references. He
said that our fathers brought the name of the
Deity and texts of Holy Scripture into their
journals and speeches far more than we do now.
It seemed natural to them to inscribe on the
London Exchange "The Earth is the Lord's
and the fullness thereof," and on the old
Hongkong Post Office this appropriate text from
the Book of Proverbs "As cold water to a
thirsty soul so is good news from a far
country." The Bishop said he hoped this latter
would yet find a prominent place in the new
Post Office. Referring to the Coronation, he
pointed out that it was essentially a religious
service. Indeed, it was the nation's public
acknowledgement of God. So in our celebra-
tion of the great prayer for the King should
have a prominent place. He drew attention to
the Evangelical Alliance for united
prayer throughout the Empire, and announced
that all denominations would have the opportunity
of uniting in a meeting for intercession
on Wednesday next at 5 p.m. in the City Hall.The Bishop then referred to the expenditure
of money on the celebration of the Coronation,
and said that throughout the Empire consid-
erable sums would necessarily be expended upon
illuminations and other ephemeral commemora-
tions, and it was not his place to criticize the
funds. He instanced the new Seamen's Institute
monument to the generosity of that large-hearted
and benevolent citizen, H. N. Mody, who has
just passed away. His donation of \$50,000
practically erected the Seamen's Institute but
the site was very costly and there is still a debt
of \$14,000 in the building fund. What could
be a more fitting commemoration of the
Coronation of our Sailor King than the putting
of such an institute on a sound financial basis?
He also mentioned the Diocesan Girls' School
and orphanage, the cathedral funds, and the
Church Missionary Society as being seriously
crippled for lack of funds and said that he
would gladly send on to any of the respective
Treasures any Coronation thank offerings that
members of the congregation might think well
to send him.

THE FERRY LAUNCHES COLLISION

INCREASED DEATH ROLL.

The death roll in the collision which occurred
between two Yau-mati ferry launches in the
harbour on Thursday is greater than was first
estimated, and bodies are still being recovered
from the water. To date sixteen bodies have
been removed to the mortuary, and it is feared
that the list of fatalities is not yet complete.A Chinese was charged before Mr. Wood at
the Magistrate's on Saturday with stealing \$24
from the body of one of the drowned passengers.
Defendant said the money was lying alongside
the body. The hearing of the charge was
adjourned.

GEO. FENWICK & CO., LTD.

An extraordinary general meeting of share-
holders in this Company was held at the Hong-
kong Hotel at noon on Saturday. Mr. P. Tester
presided, others present being: Messrs. A.
Rodger and G. K. Haxton (directors), J. I.
Andrew (general manager), J. Rodger, J.
McCorquodale, J. D. Kinnaird, Hyndman and
Lo Ching Shui.The General Manager read the notice convey-
ing the meeting.The CHAIRMAN said:—Gentlemen,—As
foreshadowed in the last Report issued by
your Directors, we now come before you with
two resolutions having for their object the
voluntary winding-up of the Company. In
spite of the note of optimism sounded in one or
two quarters we have not found that any of the
improvement in the affairs of the Colony has
percolated to our business of engineers. We
have had work on hand during the past five and
a half months, but I regret to inform you that
it has not been enough to pay our working ex-
penses, and our debit balance has increased at
the rate of over \$10,000 a month. In the
interests of the shareholders your Directors
are convinced that the best course for us
to pursue is to stop work, and place the concern
in the hands of liquidators in the hope that
after we have paid off our mortgage and debit
balance at current account, there may be some-
thing left to the shareholders. I have a balance-
sheet here which is open to your inspection. If
it is your wish I will pass it round for your in-
spection before putting the resolutions, and any
questions you wish to ask thereon I shall be
pleased to answer to the best of my ability.No questions were asked.
The CHAIRMAN proposed the first resolution,
that Geo. Fenwick & Co., Ltd., be wound up
voluntarily.Mr. A. Rodger seconded, and the motion
was carried unanimously.
The CHAIRMAN then put the second
resolution, that the partners in the firm of
Messrs. Percy Smith, Seth & Fleming, of
Hongkong, be appointed liquidators, with power
for any one of them to exercise any of the
powers of such liquidators.Mr. HAXTON seconded, and the motion was
carried unanimously.The CHAIRMAN—Gentlemen, that is all the
business. I thank you for your attendance. A
confirmatory meeting will be held about a
fortnight hence.

LOCAL SPORT.

LAWN BOWLS.

TAKOO V. KOWLOON.

This friendly match played at Quarry Bay
on Saturday resulted in a win for the visitors
by 78 shots to 70.CIVIL SERVICE V. POLICE.
This league match played on the green of the
former ended in a draw. At the fifth head
the score stood C.S., 11; Police 8. Tenth head:
C.S., 23; Police, 26. Fifteenth head: C.S., 37;
Police, 42. Twenty-first head: C.S., 55;
Police, 55.

BOXING.

KENNY V. CARLSON.

The arrival of Carlson in Hongkong has been
delayed owing to the service of steamers from
Hilo to Manila not fitting in with his agree-
ments. The big fellow, who hopes to wrest
the heavyweight championship of the Orient
from Roy Kenny in the forthcoming fight in
Hongkong, missed the boat by which he intend-
ed to leave Hilo in order to meet Bolross, of
the 9th Infantry, in a wrestling match. He
easily defeated his opponent, and will be in ex-
cellent form when he faces Kenny in the arena.Carlson reached Manila on the 16th instant,
and left that port by the *Yuenan*, which is
expected to arrive here to-day. Kenny is
hard at work at the V.R.C., where he gives a
large crowd a nightly display. He has dis-
covered in Corporal Seraton of the K.O.Y.L.I.,
a good man, and this opinion he shares with
others who have watched the pair at work.
Seraton will probably be in one of the prelimi-
naries which will take place at the Stadium,
Belle View, on the 22nd instant.

STANTON V. CAPHAM.

Although Stanton is the favourite in this
fight, which is to be brought off at the Skating
Rink on the night of the 24th instant, there are
a number of followers of the sport who pin their
faith in the local man. Capham has not had
the long professional experience of the Canadian,
but he has a cool head, a hard punch and a
fairly good scientific knowledge of the art, and
he is leaving nothing to chance. His course of
hard training has been adhered to religiously,
and the fruits of his labour are to be seen in his
excellent condition. Stanton, likewise, is in
first-class form, and it is his intention to be pre-
pared for what he realises will be a hard fight.THE KOWLOON RAILWAY
RECEIPTS.Mr. Lindsey, the manager of the British sec-
tion of the Kowloon-Canton Railway, publishes
in the current issue of the *Gazette* a statement
of approximate traffic. This shows that for the
month ending 27th May the total number of
passengers was 18,892, while the amount realised
on coaching was \$6,307.42, and on goods \$789.85,
or a total for the month of \$7,097.27. The
previous total gives the number of passengers
as 186,420, while coaching realised \$70,635.18,
and goods \$16,110.96, or a total of \$86,746.04.
This amount, plus the May returns, makes a
grand total of \$93,843.31 since the opening of
the line.

RANDOM REFLECTIONS.

Already the shadow of the Coronation is upon us. The Executive and Legislative Councils have approved of the draft of the Address to be sent to Their Majesties on the eventful 22nd, the Chinese are putting up the framework of arches, and the buildings on the water front are showing their skeleton outline of prospective decorations, while the average householder is procuring a stock of Japanese lanterns. It ought to be a great day for young and old, and even the most ardent republican will not withhold his good wishes on the joyous occasion.

Good business has been doing in Coronation lanterns. I am told that three Japanese firms who imported into Hongkong 150,000 lanterns to meet the Coronation demand were sold out on Saturday, and cannot get a further supply down in time. So belated purchasers must look for a rise in the price of lanterns this week!

Whow! but haven't summer developed all at once? After being treated to a spell of fairly cool weather, we have been made to feel this last week as if we had been transplanted to a torrid zone. Cold drinks have been very much in demand, and the introduction of the ice in the glass is one of the pleasantest sounds a man can hear these days. I have heard it said that this is the hottest June we have experienced for years. Personally, I feel inclined to believe it.

Those who witnessed the lawn tennis final on the Hongkong Cricket Club on Thursday must have realised that the struggle in the final set, which was uncomfortable enough for the spectators, was a test of fitness and endurance which few would care to attempt. Both men played pluckily, but it was evident that the strenuous exertion in such intense heat was telling upon them, and the end must have been welcome for both. Not often is the final so belated, but the protected rain of last month made it impossible to complete the competition within the usual time.

The Post Office has been the subject of comments for various sins of omission and commission—mostly omission—and I don't mind indulging a growl myself when I get the opportunity, but the public of Hongkong is apt to forget that the Post Office here is not like that of Great Britain. It is not a profit-making concern, and when the money is not forthcoming for subsidising a special service of steamers we must take what we get and be thankful. Admittedly, the present Siberian mail service is not all that it might be, but as we are not paying the piper we cannot very well insist on calling the tune.

We blame the local Post Office, but it looks very much as if the blame properly belongs to Shanghai. For example, the *Kwantung* on Saturday brought down the Siberian mail from England only. No mail from the Continent arrived, yet, I suppose the Continental as well as the English mails came out by the same train, and the explanation of the circumstance that only the English mail came down by the *Kwantung* would seem to be lack of co-operation among the various Post Offices in the Northern Settlement. No doubt the Continental mails are on board the French mail steamer due this morning.

The death of Sir Hormusjee Mody reduces the number of Hongkong knights to the original four. The Governor, the Chief Justice, Sir Henry Berkeley and Sir Paul Chater are the original quartette. The honours conferred on our former Colonial Secretary and the deceased philanthropist gave us the round half-dozen but the two latter have been removed, one being ordered to another sphere and the other being claimed by the grim reaper. More honours are due this week, and it is not unlikely that the King will overlook Hongkong!

Reminiscences of Sir Hormusjee are being revived now, and it is interesting to recall that the deceased gentleman when in conversation had a habit of placing his hand on the shoulder of the man he was speaking to and addressing him as "my friend." It was a mannerism which was decidedly engaging, and helped to accentuate the general impression that he was "nice old man."

There has been much conjecture during the past few days regarding the wealth of the late knight. Though it is within public knowledge that Sir Hormusjee suffered some very heavy losses in recent years, it is yet commonly believed that his fortune will amount to several millions of dollars. On very good authority I have heard a figure well under two millions quoted. The only will discovered is about twenty-five years old, and provides for an equal division of the property among the family. A codicil made more recently secures the fulfilment of Sir Hormusjee's promise to defray the cost of the University building.

Hongkong is supposed to be unusually sporty, and a story like the following will be appreciated. Several military officers were going home—presumably they were going home—in the ferry the other night after having had apparently a glorious time at some mess on the Hongkong side. When approaching the wharf one of them who had been chaffing another suddenly burst out with the remark: "Bet you fifty dollars, old man, you won't jump into the harbour as you are." The other was in military mess suit, and it looked a swaggy suit, too. He glanced down at his trousers legs for a second and then said, "Done." They shook hands over it, and without a minute's hesitation the challenged officer was over the side. He struck the water all right, but did not seem to be in the least alarmed. The launch had to be stopped, and then the chuckle was heard coming from the water. Ha, ha! I've got your fifty dollars. He swam alongside, was helped aboard, and went home afterwards well pleased with his exploit.

The meeting of the Executive and Legislative Councils on Thursday was not the shortest on record, but it probably constituted a record in that four speeches were delivered within seven or eight minutes.

One of the difficulties of life in the East is to impress the Oriental with a proper sense of the dignity of labour. He is particularly keen on the "soft jobs," and in India, the Philippines, and even in China the native shows a predisposition for clerkships and similar occupations. In Ceylon the Government has attempted to correct this false idea of gentility by establishing industrial courses and demonstrating the value of manual work, and it might be as well if places further East were to take a leaf out of Ceylon's book.

May a lady work for wages? In Hongkong we know that she may not. Once she is known to earn her own living her social ambitions become restricted and she is denied the entrée to many high places which would otherwise be open to her. Of course it is snobbishness, British snobbishness, but we seem to be content to accept it just as we do the heat and the mosquitoes. It is comforting to learn that even democratic America is just as snobbish in this respect as we are. A nurse at Washington attending a naval ball had her social status indirectly questioned, and in consequence the Secretary for the Navy is having an uncomfortable time. Even Congress is being invited to take a hand in the settlement, and the line of caste is to be definitely determined or entirely obliterated. It sounds all right, but I have an idea it is like "kicking against the pricks."

RODGER RANDOM.

THE YOKOHAMA HOSPITAL TRAGEDY.

The *Japan Gazette* of the 5th inst. gives the following account of the tragedy at Yokohama, which our Tokyo correspondent telegraphed a few days ago had given rise to an international dispute.

The American Naval Hospital at 99, Bluff, Yokohama, was the scene of a tragedy last evening shortly after five o'clock, a stoker from the *Saratoga* being severely wounded by a seaman from the same ship and expiring within an hour after the wound was inflicted. The two men, John L. Saunders, aged 28, of the State of Ohio, and John E. Atkins, were admitted to the hospital as patients after the arrival of the *Saratoga* last month. Last evening, at about five o'clock, they returned to the Hospital from leave. Atkins being under the influence of liquor. Shortly after entering the ward some words ensued between the two men, and instantly Atkins produced a razor, and slashed Saunders on the left side of the neck, inflicting a wound of some seven or eight inches long and severing all the blood-vessels. Two or three men who were in the ward at the time rushed forward, and found the injuries were very severe. Medical attention was immediately given by the Hospital staff, but it was at once evident the case was hopeless, and although stimulants were administered the wounded man expired at about 6.15. Whether the deed was committed on the spur of the moment or was premeditated is at present unknown. Both men during their stay at the Hospital are reported as having behaved well, and no complaint seems to have been made against them. Atkins, however, had been drinking during the afternoon, and at the time of the murder was under the influence of liquor.

The matter was at once reported to the Commander-in-chief of the U.S. Asiatic Squadron (at present in Yokohama) and also to the police authorities and the U.S. Embassy in Tokyo. An inquest was held on the body this morning by the naval authorities, but what verdict has been returned we have been unable to ascertain. Immediately after the tragedy Atkins was placed under arrest, and up to this afternoon was confined in the cells at the Naval Hospital. We understand negotiations are in progress between the U.S. Embassy and the Japanese authorities as to jurisdiction over the case, the contention being, we believe, that the man should be dealt with by the Naval authorities, but nothing has yet been settled. The American Squadron was to leave Yokohama for the South today, but in consequence of the tragedy the ship *Saratoga* and the *Albatross* have postponed their departure until tomorrow. The *New Orleans* sailed this afternoon for Kobe.

In a later issue the *Japan Gazette* says:—We understand on good authority that John Atkins, who murdered John L. Saunders at the U.S. Naval Hospital on Sunday, is still confined in the Hospital cells, will in due course be handed over to the Japanese police authorities for trial. From what we can gather, the U.S. authorities at Washington have never disputed the contention of the Japanese authorities that the U.S. Naval Hospital Ground cannot be regarded as American territory, and the delay in surrendering the accused is due to the formalities not being completed.

THE CHINESE CURRENCY LOAN.

FIRST ADVANCE BY THE BANKS.

The *Times* correspondent at Peking telegraphed on the 24th ult.:

The first step, giving effect to the £10,000,000 loan Agreement signed on April 15, was taken today, when the bankers of the four nations, in accordance with the terms of Article 8, advanced the Chinese Government £2,000,000 for commercial enterprise in Manchuria and the reimbursement of expenses incurred during the plague. The advance has been secured by the Japanese police authorities for trial. From what we can gather, the U.S. authorities at Washington have never disputed the contention of the Japanese authorities that the U.S. Naval Hospital Ground cannot be regarded as American territory, and the delay in surrendering the accused is due to the formalities not being completed.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

JUNE 16th.

THE VICEROY'S FATHER.

Yesterday I mentioned in my report that the father of Viceroy Cheung had accepted an invitation to go to Shanghai to escape the summer heat. This does not appear to be a very serious matter, yet the editor of one of the local journals has seized on it and written a very violent article in which he blames the Viceroy and asks him to keep his father here.

He has written his article under five headings: (1) It is pointed out that the summer heat is no worse for the Viceroy's father than for anyone else. (2) It is suggested that he is being removed not on account of the heat but on account of impending riots. It is then pointed out that when the troubles were on many families were removed and that the Viceroy by removing his father caused needless apprehension and excitement. (3) The article states that the Military Bureau, where the Viceroy and his father are at present, is beautifully fitted up and has ample accommodation, and that it is useless to plead lack of space for allowing the elder Cheung to depart. (4) The article then says that the unsettled state of affairs is by no means over and that all officials should do their utmost to allay excitement by keeping their families in the City. If they neglect to do so they indirectly cause excitement. (5) The editor concludes with the remark that it is very suggestive that he should wish to depart just at this time when there is so much trouble about the bank-notes. Whether H.E. has, or has not, any ulterior motive in wishing his father out of the province is hard to say, but the above-mentioned article makes it abundantly plain that the public is inclined to think there will be more trouble here before long. Just now there is a great deal of uneasiness owing to the railway question and the unfortunate bank-note episode. Rumours are rife to the effect that the Hunanese have rebelled and have destroyed a large section of the line, and that the Viceroy of the two Hu provinces has been assassinated. Owing to the censorship there are no telegrams or articles on the railway published in the local papers, and it may be that this lack of news has resulted in the genesis of these rumours.

REMOVED RESIGNATION OF THE VICEROY.
It is reported in official circles that H. E. Cheung has memorised the Throne begging to be relieved of his duties as Viceroy of the Lung Kwong. His request has not been granted, but it is said a period of leave of absence will be given to him.

TROUBLE IN KWONG LING.
Early yesterday morning an urgent telegram was received from the Kwong Ling magistrate to the effect that on the borders of Kwong Ling and Wai Chak thousands of the lawless fellows had banded themselves into a society and were burning, plundering and pillaging and putting the whole country side into a state of terror. The Viceroy called General Lung into consultation, with the result that a regiment was dispatched the same night to cope with the rioters. There has also been some unrest at Tai Ling, where a number of men have illegally erected a large matchless to be used as a gambling house. It is said that people, many being women and girls, have come in thousands to this place to indulge in a "flatter," and that the authorities have not been able to prevent this breach of the law.

THE BANK-NOTE SCARE.
The rush for silver in exchange for bank-notes appears to be subsiding to some extent, and I heard to-day of a large quantity of notes being accepted at par. This is probably the effect of a notice issued yesterday by the Viceroy, saying that if anyone refused to accept Government paper at face value he should be immediately arrested. The traders are still very unwilling to accept the notes and are evidently doing so only under compulsion. During the last few days there have been large numbers of people who have come to the city to exchange notes for silver, and the authorities, haunted by the ever-present fear of a rising, said that it would perhaps be a good opportunity for the rebels to make their presence known. By Admiral Li's orders machine-guns were placed on the Kwan Yam Hill, and officers with telescopes were on duty at all elevated points. The Mint has been hard at work making 20 cent pieces to meet the demand for silver, and the Director has applied for permission to keep the Mint working half an hour later and begin half an hour earlier in order that he may keep pace with the work.

THE TUEI-HAN RAILWAY.
Some days ago the Viceroy was ordered to report on the finances of the Yue-Han Railway. His report stated that a sum of Tls. 16,645,200 had been received from the shareholders, and of this money Tls. 14,799,100 had been used to redeem the line from the American syndicate and in expenses in connection with construction. The Peking authorities have replied that the report is unsatisfactory, and His Excellency has been instructed to send in a detailed account of receipts and expenditure without delay.

PLAGUE.
From all accounts plague seems to be getting worse in this city and is also spreading to the country towns. Yesterday a number of men were employed to put up a matchless over a police station in Fatsan. One of the men was soon after seen to lie down, but as the others thought he was only sleeping they took no notice. When at meal time he did not arise his mates thought it time to wake him, but they found to their astonishment that the man was quite dead, while his body presented the unmistakable swellings characteristic of bubonic plague. It

is quite a common sight here to see people walking along the streets with a cachet of camphor or other aromatic substance held to their noses. The heat has been very great the last few days, and the odours arising from the streets may better be imagined than described. The longer one lives in this foul and insanitary city the more one wonders how the people preserve their health at all.

WILL GAMBLING BE RESTORED?
As I reported yesterday, the Treasury is exhausted and the authorities are at their wits' end to know where to get sufficient money to meet current expenses. It is widely bruited about here that a syndicate of rich merchants has offered the Government twelve million taels for the privilege of re-opening the gambling shops and re-establishing the *Shan Pui* and *Po Pui* lotteries. At the time the licensed gaming houses were suppressed many persons predicted that they would be re-opened in the sixth moon, and it rumour counts for anything there is a very fair possibility of this coming to pass.

THE NIPPON YUSEN KAISHA.

TO THE SHAREHOLDERS.
Gentlemen—The Directors submit to you the annexed Statement of the Liabilities and Assets of the Company, and the Profit and Loss Account for the Half-Year, ended March 31st, 1911.

The Gross Profits of the Company for the past Half-Year amount to Yen 4,061,965, out of which there has been paid:

	Yen
Depreciation of the Company's fleet and property	1,325,448
Insurance Fund	433,306
Ships' Structural Repair Fund	585,775
	2,344,530

leaving a balance of Yen 2,573,835, including Yen 856,400 brought forward from the last Account.

The Directors now propose that Yen 85,871 be added to the Reserve Fund, raising it to Yen 3,066,732, and Yen 477,108 to the Reserve for the Annual Reduction of Subsidies, bringing it to Yen 1,550,540, also that Yen 59,465 be allowed to the Directors and Auditors' fees. From the remainder the Directors recommend a dividend at the rate of Ten per cent. per annum, which will absorb Yen 1,100,000.

The balance, Yen 851,389, will be carried forward to the next Account.

REMIKI KONDO, Chairman.

Tokyo, 26th May, 1911.

BALANCE SHEET, 31st MARCH, 1911.

	Yen
Share Capital	22,000,000
Insurance Fund	6,576,001
Ships' Structural Repair Fund	8,137,218
Reserve Fund	2,980,360
Reserve for Annual Reduction of Subsidies	1,073,431
Dividend Equalization Fund	3,300,000
Fund for the Extension of Services and Improvement of the Fleet	3,500,000
Pension Fund for Employees	2,387,627
Sundry Creditors	2,172,350
Amount brought forward from last account	856,400
Net Profit for the Half-year	1,717,434
	54,721,325

	Yen
Reduced Book Value of Fleet	27,693,259
Reduced Book Value of Launches, Barrow, &c.	224,108
Payment on account of new ships	260,100
Buildings and Land	4,733,450
Yokohama Store Department, &c.	679,828
Public Loans and other Securities	7,684,264
Cash at Bankers and in hand	11,375,955
Sundry Debtors	1,965,358
	54,721,325

PROFIT AND LOSS ACCOUNT.

	Yen
To Depreciation of fleet and property	1,325,448
To Insurance Fund	433,306
To Ships' Structural Repair Fund	585,775
To Reserve Fund	85,871
To Reserve for Annual Reduction of Subsidies	477,108
To Directors' and Auditors' fees	59,465
To Dividend (10 per cent.)	1,100,000
To Balance carried forward to next account	851,389
	4,918,365

By Balance brought forward Yen 400,000

30th September, 1910 856,400

By Amount of Gross Profits for the Half Year, ended 31st March, 1911 4,061,965

Yen 4,918,365

We have examined the above Accounts, with the Books and Vouchers of the Company, and find them to be correct.

TAKESHI AISHIMA, Auditors.

TATSUMI IIDA, Auditors.

Tokyo, 26th May, 1911.

SEAMEN'S GRIEVANCES.

SHIPOWNERS' VIEWS.

The *Pall Mall Gazette* of May 26th says:—The Shipping Federation, which represents a large proportion of the shipowners of the United Kingdom, continues to view with unanimity the renewed threats of an International strike amongst seafaring men.

Mr. Cuthbert Laws, general manager of the Federation, informed one of our representatives to-day that neither the Shipping Federation nor shipowners generally were taking seriously the threats made by the Union of Seamen to paralyse trade by means of a universal strike. "There will be no International strike," said Mr. Laws. "We have received no list of grievances from the men, and we therefore argue that they have no grievances."

"The whole agitation," he declared, "is purely an organising manoeuvre, brought about by the leaders of the Union, with the object of getting the shipowners to recognise the Union. But a small proportion of the seamen are members of the organisation, and the object of raising the recognition of the owners is that those men outside may be coerced into joining the Union."

"The sailors themselves do not want to strike, and the agitators, recognising this, fear to invite them outright. They invite them to a series of carnivals, from which the strike is to emanate. But there will be no strike; the utmost that can happen will be a few sporadic disturbances."

If such disturbances occurred, added Mr. Laws, their men would be amply protected from intimidation. If the Government did not take adequate steps, the Shipping Federation would engage an army if necessary. They were determined that those willing to work should work.

NEW ERA IN THE KITCHEN.

FAST POSSIBILITIES OF PAPER-BAG COOKERY.

Down a flight of stairs in Park-place, off St. James's-street, in the nether regions of the aristocratic exclusiveness of Brooks' Club, you may find a man in a white jacket who has, in a few days, revolutionised, says the *London Daily Express*, the art of cooking.

He is Mr. Nicolas Sayer, one of the culinary princes of the world, who can turn the precious roast beef into a poem, and make the discord of an Irish stew a symphony.

He has given the secret of his wonderful cooking to the world, and has placed himself at the head of a movement which is going to have as far-reaching effect in domestic circles as wireless telegraphy has in the life of nations.

For the secret of Mr. Sayer is the paper bag. Everything that he cooks—from the simple roast of ham to the tender magnificence of a golden plover—is cooked by him in an ordinary oven with a paper bag instead of a dish.

Now that he has given away his secret, every one, from the humblest housewife to the chef of an epicure will be using paper bags, and the whole fashion and system of cooking will be changed.

The servant problem is half solved with this important innovation. There will be no pots to scrape, no pans to clean. Dishes for any number of persons can be cooked more easily and with less attention. There will be no need for frequent basing of joints, for the joint in the paper bag bastes itself, obeying a law of nature as simple as the apple that falls to the ground.

THE BAG.
Mr. Sayer showed one of the paper bags that is to replace the cooking utensils of to-day to an *Express* representative. It is made by Messrs. James Spicer & Sons from a special paper, which retains moisture and heat. It is the invention of Mr. Sayer, whose fac-simile signature is embossed on each bag.

All that you have to do is to place what you wish to cook in the bag—vegetables, joint, poultry, or fish—clip the ends with a patent fastener, and put the bag in the oven on a grid removed a few inches from the surface of the oven. The paper bag must not touch the oven itself.

The result is intensive cooking. The white paper is a perfect conductor. The heat is concentrated. The meat is cooked quicker than in a dish, and therefore there is a saving of gas or coal or oil. But, most important of all, every particle of nutriment is retained.

"Take the case of a 10lb. joint," Mr. Sayer said, by way of explanation. "In the ordinary way by the time it is cooked it has dwindled to 8½lbs."

"If you use the paper-bag method the joint at the end of one hour and ten minutes is cooked through to the bone, evenly, and is still 10lbs. Tear a corner off the bag, and you can pour out half a tumblerful of pure beef-juice."

"You have also pure clarified dripping, real albumen, which is better than butter. Nothing is wasted—all the natural juice of the meat is in the joint."

The advantages of paper-bag cookery may be summed up as follows:

(1) It is more hygienic. The food is covered up during the cooking.

(2) All the nutriment is retained.

(3) 35 per cent. of the meat is gained.

(4) 40 per cent. of fuel is saved, by the quicker cooking.

(5) There is no small with paper-bag cooking.

(6) The food is more tender.

(7) No saucepans or pots are necessary.

The bags, which are to be put on the market, will be of such a price that the cost will not exceed threepence a week. Particulars of the time to be allowed for cooking everything from turkeys and 3½lb. joints to vegetables and puddings, will be given with each slip.

Meanwhile, since Mr. Sayer first gave the principle of cooking in paper bags to the world of cookery, he has been so overwhelmed with letters asking for details that he has been obliged to write a book.

This is to be published shortly by Mr. Andrew Melrose, and it will contain recipes and full particulars of the new method.

CLEAN AND SIMPLE.

"I have cooked a twenty-five-course dinner in paper bags," Mr. Sayer said. "It is so clean and simple; I have been using them for twelve years. There are hundreds of points which make them desirable. In stews, for instance, you may put vegetables, less onions, for the flavour is so concentrated. You can put ten minutes' cooking time on the paper and break ten eggs over them—and you will have eggs and bacon for five in less than the ordinary time."

"You must add a little dripping or butter to anything that you wish to roast. For the purposes of Army commissariat the paper bag is ideal. Each ration can be cooked separately and simultaneously on a special wagon stove of my invention, and at meal times the sealed bags of cooked food can be handed out to the men, piping hot and deliciously cooked."

The paper bag must, of course, be free from arsenic and other injurious chemicals.

Mr. Sayer experimented with 500 papers before he could find the perfect paper for the bag.

Mr. Sayer is, in addition to his achievements as a chef, a qualified chemist, and was therefore able to blend his special knowledge of two subjects, with the result that the perfect bag is produced.

"I understand," he said, "that the butchers are going to supply the bags as well, so that, having purchased the joint, it will be delivered in the cooking-bag, and not touched by hand or exposed to bacteria from the time of purchase to the time when it is cooked ready for eating."

"There is nothing that you cannot cook in paper bags. Pastry is even better made in this way than in the old-fashioned way. You can stew, or boil, roast, fry, pickle, or baste, according to your fancy."

The paper bags will be made in all sizes, from four by five inches, just large enough to take two outlets, to an enormous bag which will take a turkey or a thirty-pound joint.

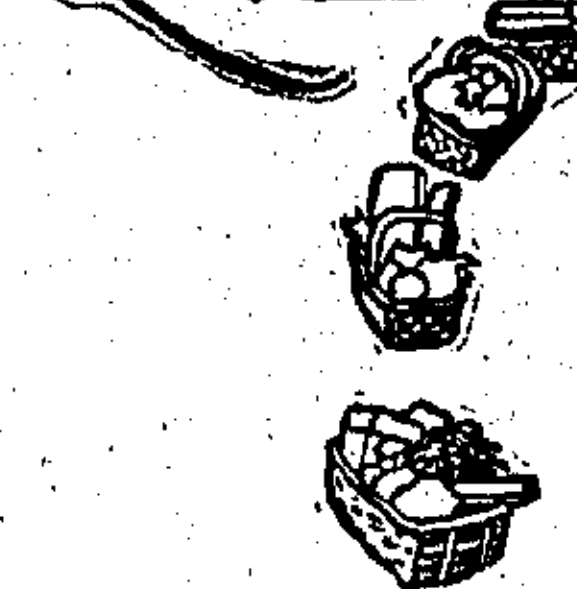
"I am delighted with the way in which the idea is being taken up," Mr. Sayer said. "Since I have been giving demonstrations I have received letters at the rate of 5,000 a day. He smiled. "Among them are a few uncomplimentary ones from saucepan makers."

ENGLISH LANGUAGE IN CANADA.

Canada quotes from a Canadian journal this description of a baseball match: "The Gulls and the Hunters slaughtered each other in the final game of the series and the Gulls won away with the score, 4 to 3. Both teams unspooled the ginger bottle at the gofaw, and danced through the whole performance for the snappiest work of the season. Rock was the star with the stick. The little Centerville lad took the plate with two in the fifth, bumped a batter on the trademark, and slipped it to the fence for a triple. He encircled in the seventh for a smashing single, and the bleachers roared their emotions as two more fallies tickled the scoreboard."

INTIMATIONS

The Food Question



EVERYTHING

OF THE

BEST—

PROVISIONS.

WINES

AND

SPIRITS.

H. RUTTONJEE & SON,
HONGKONG.

150

GOLD

AND

SILVER

WATCHES

ENGLISH,

SWISS

AND

ELGIN

SUPERIOR

QUALITY

MOVEMENTS

Chas. J. Gaupp & Co.,

ALEXANDRA BUILDINGS.

156



WHY GO TO

N. LAZARUS

FOR YOUR GLASSES?

You will receive Fair Treatment.

A Careful and Intelligent Examination

We have a Sound Optical Reason behind every Lens

N. LAZARUS

OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR ST., HONGKONG.

152



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

ILLUMINATION.

FOR SALE

CORONATION CANDLES

of 6 1/2" long—burning for 4 to 4 1/2 hours.

Prices without competition.

A lease send order early to avoid disappointment.

GRACA & CO.

PRUDER ST. (Hongkong Hotel Building), [544]

NEW CARTRIDGES.

B popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at \$6, \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co

Hongkong, 26th October, 1906. [608]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907 [609]

士 德 力 汽 水 樽

THIS WONDERFUL SYPHON

Makes Mineral Water instantly at 90

cents a dozen Syphons. Anyone can do it.

Failure is impossible. And you can save

50 per cent. by making your own Mineral

Waters at home with the

"PRANA"

SPARKLET SYPHON,



which lasts a lifetime and

can be purchased from any

Chemist or Stores.

PRICE.—\$2 Each.

BULBS at 90 cents per box.

WHOLESALE PRICE.—

SYPHONS per doz \$16.00 f.o.b.

BULBS per doz. boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD.,

WHOLESALE AGENTS,

246 & 248, Des Voeux Road, Central,

HONGKONG.

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司公限有行生廣港香

[836]

報新外中港香

CHUNG NGOI SAN P O

(Chinese Daily Press),

PUBLISHED DAILY.

Is the oldest and still immeasurably the best

Advertising medium among the

Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China,

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Terms for Advertising (Translation free) can

be obtained at the Office, 10A, Des Voeux Road,

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Documents translated from or into Chinese

or Colloquial Chinese.

THE CURSE OF MALARIA.

HOW IT MAY BE REMOVED.

"With the banishment of Malaria a new era

will dawn in history."

These words, which cast a lurid glow on the

importance of the disease directly responsible

for more invaliding and death than any other

cause in China, were spoken, a short time ago,

by a distinguished man, before that can be

achieved, however, untold millions of lives will

have been sacrificed to the ravages of that per-

icious microbe, which plays such havoc with

the red blood corpuscles, destroying them, and

devoing their hemoglobin, while producing

poisons which rack the limbs with pain, reduce

physical and mental strength to a very low level,

and set up changes which may lead to the

disease of many more important organs.

Malaria is, however, too well known to every

resident in the tropics to make it necessary to

paint a picture of the suffering it induces.

What is necessary in the public interest is to

point out clearly, simply, and directly how the

diastrophic effects of the disease in all their varied

manifestations may be overcome, how the patient

may recover his full health, strength, and

vitality, and be protected against further attacks.

After quinine has done its work, the next

urgent for a reconstituent and revitalising pre-

paration to restore the quality of the blood and

conquer the general malnutrition of the body

which is the inevitable result of the destruction

of its vital particles.

THE CURSE REMOVED.

Nothing, it has been proved times without

number, has so potent an influence for good as

Sanatogen, which is universally recognised as

the greatest reconstituent preparation and most

revitalising tonic-food science has yet discovered.

Composed of glycerophosphate of sodium, the

active principle of the nervous system, chemical-

ly combined with casein, the albuminous or

body-building element of pure milk, Sanatogen

is the most easily digested of all tonic-food sub-

stances. It is rapidly assimilated by the body,

and immediately begins to nourish the muscles

as well as the nervous system, which finds in the

preparation the supply of the vital phosphorus

in exactly the form in which it can be most

easily made use of. In addition, it increases the

number and quality of the red corpuscles to an

amazing extent. In frequently increases them

by half a million per cubic centimetre in a fort-

night, putting up the hemoglobin at the rate of

two per cent. per week.

The result is that the sufferer's wasted body

fills out, his drawn, lined face gets young again,

his dim eyes grow bright and his prominent

gray hair resumes its normal tint, so that he

becomes as well as he ever was before.

Children are likewise profoundly affected by

Malaria, which retards their growth in a most

marked manner. When, however, they take

Sanatogen, they rapidly regain their lost weight,

recover their health, and start growing again.

Sanatogen's power in overcoming the disabilities

produced by Malaria have been attested by a

large number of doctors throughout the tropics,

as well as by hundreds of laymen.

ANAL AND EVIDENCE.

Among medical men, Dr. H. H. W. Hart,

Hampstead Depot, Bangalore, United

Provinces, India, writes: "I have much plea-

sure in certifying to the value of Sanatogen in

cases of Malaria, Enteric Fever, Dysentery and

other exhausting diseases. I have used it

regularly now in my practice for the past two

years, and in no single instance have I been

disappointed with the results. I can honestly

affirm that many of my worst cases owe their

recovery to Sanatogen."

Mr. Thomas Lyne, Calcutta, writes: "I

was a broken-down wreck of a man as far as

health goes, and have been a martyr to Malaria

for four years, becoming weaker and weaker

with the natural run-down condition and its

accompaniments, Brain-fag, Nervousness, and

Dyspepsia. Two bottles of Sanatogen have

made an extraordinary difference for the better—

may for the best. I shall always highly recom-

mend Sanatogen everywhere I go. You will

readily understand what a boon such a restora-

tor of life is to people out in the Tropics who

have the awful heat to fight against."

In addition to curing the after-effects of

Malaria, and thus putting the body in the best

possible condition to withstand the disease of

the liver, kidneys, etc., which follow in its train,

Sanatogen is the best known preventive of

Malaria, as it maintains the body in the finest

state of health, and, therefore, in the most

advantageous position for throwing off the

attacks of the Malarial germ.

An exceedingly interesting pamphlet, "How

to keep well in Tropical Climates," which con-

tains further information on this subject, and

on others of vital importance to all residents

in China, will be sent free, on application,

mentioning the "HONGKONG DAILY PRESS," to

Messrs. A. S. WATSON & Co., HONGKONG, from

whom also Sanatogen can be purchased.

Sanatogen may be obtained of all chemists.

[105 352]



These tiny Capsules—superior

to Copaliba, Cubebs, and Injec-

tions—CURE the same dis-

eases as these drugs in

FORTY- EIGHT HOURS

without inconvenience.

Each Capsule bears the name.

Paris, 8, rue Vivienne

Sold by all Chemists.

[103-1]

SELF CURE NO FICTION!

NO SUPPER NEEDS NOW DOG.

THERAPION NO. 1

is a remarkably short time after a few days.

Cures discharges, either secreted or injected.

THERAPION NO. 2

Cures blood poison, bad legs, ulcers, sores, painful

swellings, etc., in a remarkably short time.

THERAPION NO. 3

Cures chronic rheumatism, lost vigor and vital force.

Either Number 1 or 2 or 3 will cure any of the

diseases mentioned, and will restore the patient

to his normal state of health. Each bottle is

marked with the name "THERAPION" and

is a genuine product of the "THERAPION" Co.,

Paris, France. It is not a medicine, but a

purely natural product of the human body.

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INTIMATIONS

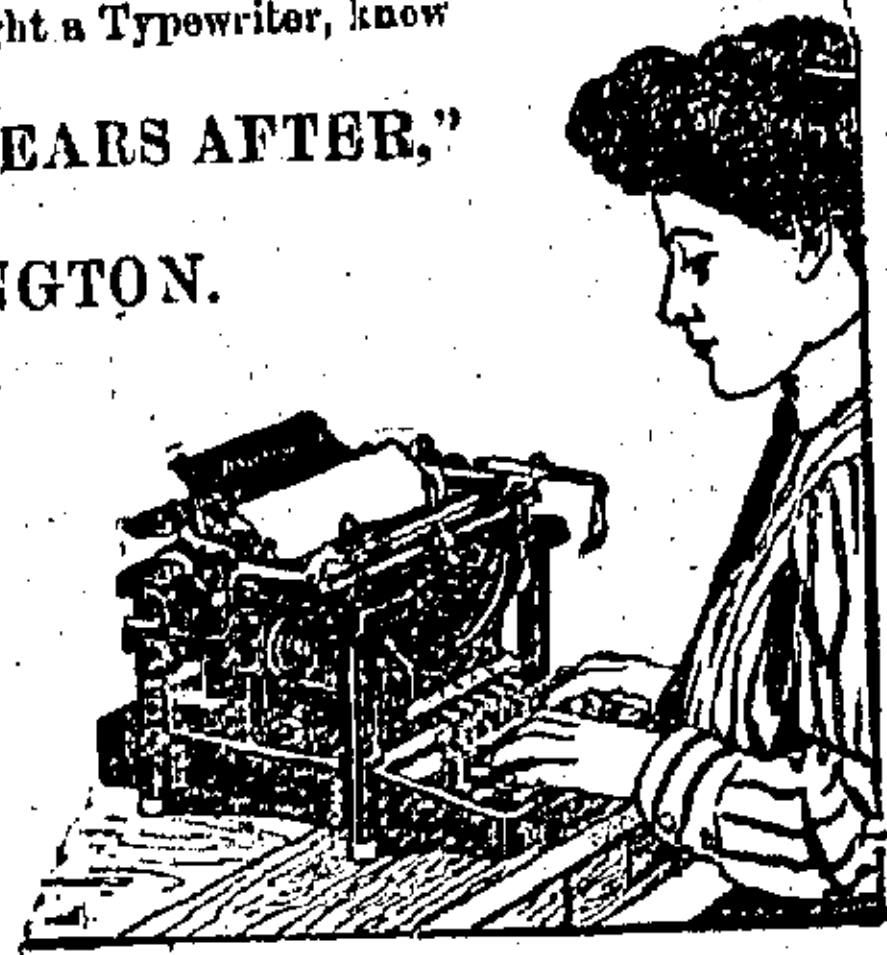
MARK THIS—If every man, when he bought a Typewriter, knew what his Typewriter would be worth "FIVE YEARS AFTER," no man would ever buy anything but a REMINGTON.

SIEMSEN & Co.,

SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA AND FORMOSA.



[533-2]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. FROM ANTWERP, MIDDLESBORO, HULL, LONDON AND STRAITS.

THE Steamship

"GLENLOGAN," Capt. J. M. McGregg, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 19th inst., at 10 A.M. All Claims must be presented within fifteen days of the arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHAW, WATSON & Co., Agents.

Hongkong, 15th June, 1911. [823]

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"NIPPON," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

GLOF WILK & CO., CHINA AGENCIES, AKTIEBOLAG, Agents.

Hongkong, 15th June, 1911. [822]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORK," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, Agents.

Hongkong, 13th June, 1911. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship.

"PERBIA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

The Steamer brings Cargo from Valice ex s.s. "Telo" and "Almisa," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 22nd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 9.30 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WILBER & Co., Agents.

Principal Building Hongkong, 15th June, 1911. [3]

THE DECLINE OF THE AFTERNOON CALL.

[BY CECILY HAMILTON IN THE "DAILY MAIL"]

This is a story notable for the fact that the time-allowed habit of paying afternoon calls is shown to be falling into disuse, and that the woman of the leisure class no longer regards the formal dropping in to tea and chat with her acquaintance as a needful and inevitable part of the routine of her daily life and duties.

The custom of afternoon calling has never any meaning to it; was never, for as one can see, anything more than a pretence at occupation on the part of persons who had no duties whatsoever to fill out the long and lazy hours that stretch between dinner and luncheon—and who set to work to invent a colourable substitute for such duties. About the custom there was never any real spirit of social intercourse; no fellowship, no gaiety, no impulse of argument or differing points of view. It was a custom of insipid, restricted, and petty—a mere habit of putting in an appearance at a certain stated hour in certain stated houses. Nothing came of it, either good or bad. What woman has ever left an afternoon tea-party the richer for a newly caught idea, the merrier for a deft thought, deftly worded? For the most part all she does carry away with her is an impression of dullness and general insignificance of talk—mingled, it may be, with relief at the consciousness of a tedious duty accomplished. She has shown herself, she has chattered, she has smiled—and departed as soon as she decently could. But as for enjoying herself—well, one does not pay calls for enjoyment!

There must be a reason, of course, for the fact that while man and man can be jolly together—with ease and on the slightest provocation—woman and woman are apt to be bored with each other. The customary masculine conversation, it has at least the merit of extreme simplicity. It is merely this—that women dislike each other, naturally and inevitably. You must not really blame them, for they cannot help it; they were born to dislike each other—being born to like men so much that they have neither time nor energy left to like anything else in the world. You do not, as a rule, shine in the company of persons who are antagonistic and obnoxious to you; therefore, being a woman, you must not really when you call and take tea with your neighbours' wives. So there you are! These who accepted this theory are quite happy with it and need not read any farther.

Personally I do not accept it; for the plain and sufficient reason that I have heard women—many women—talk to each other with energy, with animation, with intelligence, when they had anything to say that needed saying. Why they are the reverse of animated, intelligent, and energetic in speech and thought when they pay formal visits and collect round afternoon tea tables is because women of the class that collect round afternoon tea tables have usually little that matters to say; not because they are less gifted than other classes, but because they are still (as they always have been) lodged about with restrictions on the subject-matter of their conversation. Men—clumsier talkers, as a rule—are left free to deal with what they will in speech. In a smoking-room all heaven and earth are open to discussion. In the drawing-room, on the other hand, the rule has always been that conversation shall merely skim the surface of life and the world; we are only a w struggling beyond the tradition that everything that matters is unfit for the lips of women—everything that stirs the blood and quickens the brain should not be mentioned by them. What wonder, then, while that tradition holds, if the "really nice" woman becomes a creature from whose lips there flows into her drawing-room a stream of platitudes and small personalities? And what wonder, also, if, after three or four really nice women have been hearing and uttering platitudes and small personalities for the space of half an hour, the result, even to really nice women, is unutterable boredom?

After all, if you rule out religion and morals as subjects unfit for feminine discussion, if you rule out love, except in the guise of a shimmering allusion, if you rule out contemporary history—which is also called politics—you rule out some of the highest and most stimulating subjects of thought and conversation, and incidentally you make for deadly dullness. And it is against the drawing-room convention of deadly dullness and restricted speech that often unconsciously—the modern woman revolts.

An intelligent doctor has marked the revolt—a gentleman with many letters after his name—and, as is the way of intelligent doctors, is greatly distressed by it in the pages of a medical paper. "The higher education," he laments, "tends in some measure to lessen the craving and necessity for social intercourse. Books, reflection, and congenial work take the place of the society of their fellow-creatures. They become somewhat intolerant of fools and bolls with their 'aimless chatter'—a doubtful gain in ordinary life as we find it. Women of education should try to conserve to some extent this faculty of being able to chat about nothing in particular and to enjoy it. (A thoroughly masculine touch that—and thoroughly masculine—characteristic of the age-long relations between man and woman. The human male has to do many things he loathes as he walks through this vale of tears; but so long as he does them he may grumble as much as he likes. The human female has to do even more; but she is not permitted to grumble—she must grin and say she likes them.)

And the reason why educated women should give up their 'books, religious, and congenial work'—the reason why they should confine themselves to babble and gossip about servants and milliners, and each other! That they may be the better for the company of children.

Oh, most intelligent doctor with the letters after your name, do you still believe that the woman who brings children into the world should not think and work and reflect, for their sakes as well as her own? Do you still believe that the word "mother" should be synonymous with the word "fool"? Because, if you do, the world has left you far behind it—wringing your hands over the decay of the afternoon call!

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores:—

KOWLOON BOOK STALL, Ferry Wharf

Messrs. H. RUTTON-JACK & SONS, Kowloon Street, No. 36, Haiphong Road.

Messrs. HUNG CHEONG, Haiphong Road

Mr. AB YAU, Hongkong Stall, Ferry Wharf

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, JUNE 8.

Par value each share £1. Calls paid up are:—	Malayan Companies	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies	Dividends
16/ paid	Alor Pongso	100%	10/ paid	Malacca Ordinary	9.17.3
2/ 17/6	Anglo-Johore	1.1.104	2/ 10/	Mortimer	9.2
1/ 17/6	Anglo-Malay	100%	1/ 10/	Morton Syndicate	1.16.7 1/2
1/ 17/6	Bakap	100%	1/ 10/	Mount Austin	100%
1/ 17/6	Bantong	100%	1/ 10/	Narborough Est.	25%
1/ 17/6	Batu Caves	100%	1/ 10/	North Hummock	10
1/ 17/6	Batu Kawan	100%	1/ 10/	Padang Jawa	4.3
1/ 17/6	Batu Tiga	100%	1/ 10/	Pandan Johore	2.12.6
1/ 17/6	Berangas Selangor	100%	1/ 10/	Petaling	325%
1/ 17/6	Berangas Perak	100%	1/ 10/	Petaling (Johore)	7.11
1/ 17/6	Do. Ordinary	100%	1/ 10/	Perak	194%
1/ 17/6	Bidor	100%	1/ 10/	Peneiro Est.	10
1/ 17/6	Blands Selangor	100%	1/ 10/	Prye	100%
1/ 17/6	Bukit Cloh	100%	1/ 10/	Ratanuf	10
1/ 17/6	Bukit Kajang	100%	1/ 10/	Rombia	10/- pm
1/ 17/6	Bukit Mertajam	100%	1/ 10/	R. Est. of Krian	6%
1/ 17/6	Bukit Rajah	100%	1/ 10/	R. of Johore	12.10.0
1/ 17/6	Bukit Selangor	100%	1/ 10/	Sagaya	50%
1/ 17/6	Castelfield	100%	1/ 10/	Sandfield	40%
1/ 17/6	Chanak Salak R. and Tin.	100%	1/ 10/	Selangor	2.13.0
1/ 17/6	Chersonese	100%	1/ 10/	Selator Rubber	375%
1/ 17/6	Cheviot	100%	1/ 10/	Sempah	10
1/ 17/6	Choia Rubber	100%	1/ 10/	Serdang	1.17.6 pm
1/ 17/6	Cicely Ordinary	100%	1/ 10/	Seremban	30%
1/ 17/6	Do. Preferred	100%	1/ 10/	Serangau	30%
1/ 17/6	Damansara	100%	1/ 10/	Shelford	10
1/ 17/6	Dennistown	100%	1/ 10/	Singapore (N. S.)	7.10
1/ 17/6	Enph. Selangor	100%	1/ 10/	Singapore (Bertam)	10
1/ 17/6	Fed. Selangor	100%	1/ 10/	Singapore R.	7.10
1/ 17/6	Gua Koo R. Est.	100%	1/ 10/	Sungei Bahru	4.17.6
1/ 17/6	Gurong (Malacca)	100%	1/ 10/	Sungei Chapar	12.7 1/2
1/ 17/6	Goleonda	100%	1/ 10/	Sungei Krait	10
1/ 17/6	Golden Hope	100%	1/ 10/	Sungei Liang	4.7.9
1/ 17/6	Gula-Kulampung	100%	1/ 10/	Sungei Salak	10
1/ 17/6	H. and Lowlands	100%	1/ 10/	Sungei Way	3.2.6
1/ 17/6	Inch Kenneth	100%	1/ 10/	Tangkang	10
1/ 17/6	Johore Para	100%	1/ 10/	Third Mile	10
1/ 17/6	Johore R. Lands	100%	1/ 10/	Tremolby	10
1/ 17/6	Jong-Lander	100%	1/ 10/	Uti. Sun Betong	10
1/ 17/6	Jugra (Ordinary)	100%	1/ 10/	Val d'Or Est.	1.13.7 1/2
1/ 17/6	Jura Estates	100%	1/ 10/	Valambrosa	75%
1/ 17/6	K'pong Kuantan	100%	1/ 10/		
1/ 17/6	Kamuning "A"	100%	1/ 10/		
1/ 17/6	Do. "B"	100%	1/ 10/		
1/ 17/6	Kapoor Para	100%	1/ 10/		
1/ 17/6	Kellias	100%	1/ 10/		
1/ 17/6	Kemping	100%	1/ 10/		
1/ 17/6	Killinghall	100%	1/ 10/		
1/ 17/6	Kinta Kellias	100%	1/ 10/		
1/ 17/6	Klangang	100%	1/ 10/		
1/ 17/6	Klian-Kellias	100%	1/ 10/		
1/ 17/6	Kota Tinggi	100%	1/ 10/		
1/ 17/6	Kota Tampar	100%	1/ 10/		
1/ 17/6	Kuala Kiang	100%	1/ 10/		
1/ 17/6	Kuala Lumpur	100%	1/ 10/		
1/ 17/6	Kuala Pahi	100%	1/ 10/		
1/ 17/6	Kuala Selangor	100%	1/ 10/		
1/ 17/6	Labu	100%	1/ 10/		
1/ 17/6	Lamaron	100%	1/ 10/		
1/ 17/6	Ledbury	100%	1/ 10/		
1/ 17/6	Lendu	100%	1/ 10/		
1/ 17/6	Linggi	100%	1/ 10/		
1/ 17/6	Lundon Asiatic	100%	1/ 10/		
1/ 17/6	Lumut Est.	100%	1/ 10/		
1/ 17/6	Madang Est.	100%	1/ 10/		
1/ 17/6	Malacca 7 1/2 Cum. Partici-	100%	1/ 10/		
1/ 17/6	pating Pref	100%	1/ 10/		

LATEST STEAMER MOVEMENTS.

The M. M. Co.'s str. *Dumbéa*, with French Mails of the 21st May, and Mails from London of the 20th May, left Saigon on 16th inst., at 7 a.m., and is expected to arrive here on Monday, the 19th inst., at daylight, and will most likely leave for Shanghai and Japan the same afternoon.

The "Bon" Line str. *Belarig* from Leith, Antwerp and London left Singapore on the 16th inst., for this port.

The P. & O. S. N. Co.'s str. *Delta* left Singapore for this port on the 17th inst., at noon, with the outward English Mails, and is due here on the 22nd inst., at about 6 a.m.

The I.G.M. str. *York*, which left here on the 14th inst., at 10 a.m., arrived at Shanghai on the 17th inst., at 5 a.m.

The P. M. S. S. Co. str. *Persia*, which sailed from this port on the 19th ult., arrived at San Francisco on the 16th inst.

The Silk and Silk goods shipped ex T.K.K. str. *Tonyo Maru* arrived at New York on the 14th inst., at 4.30 a.m., time 5 days 9 hours from San Francisco.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA.

A. S. WATSON & Co., LTD.

[555]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

For Demand Drafts on London on the day of

or preceding the departure of the English

Mails; also Table of the Yearly

Approximate Averages for 36 years

From 1874 to 1909.

Price 82 CASH. On sale at the "DAILY

PRESS" Office, or Local Booksellers.

ON SALE.

THE DIRECTORY & CHRONICLE 1911.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

The DIRECTORY covers the whole of the ports and cities of the Far East, from India to Siberia, in which European residents are listed in the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, etc., etc.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

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China	Canton
Peking	Soochow
Tientsin	Chinkiang
Pootaiho	Nanking
Chinwangtao	Wuhu
Taku	Kewkiang
Antung	Hankow
Manchuria	Yachow
Trade Centres	Shanghai
Nanchow	Ichang
Taiwan	Chungking
Port Arthur	Hangchow
Chofoo	Ningpo
Waihaiwei	Wenchow
Kiaochau	Santa
Tsinanfu	Poochow
Mukden	Amoy
Shanghai	Swatow

JAPAN AND FORMOSA

Tokyo	Osaka
Kyoto	Moji
Yokohama	Nagasaki
Kobe	Hakodate
Shimonoseki	Tsuisui

EASTERN SIBERIA

Vladivostok	Nicojewsk
Chosen	Mokpo
Seoul	Wonsan
Chemulpo	Fusan
Kunsan	Pingyang

HONGKONG AND ITS DEPENDENCIES.

MACAO.

FRENCH INDO-CHINA.

Hanoi	Adnan
Haiphong	Hue
Tonkin Provinces	Quinhon
PHILIPPINES	Manila
Manila	Iloilo
Manila	Cebu
Saravak	Labuan
BANOKOK	British N. Borneo
Singapore, Penang, Malacca, Prov. Wellesley	
Malay States	
Selangor	Ujong
Perak	Johore
Padang	Sumatra
Sumatra	Padang
Sumatra	Padang
Sumatra	Padang

BRITISH NAVAL SQUADRONS

French	German	Austrian	United States
	Japanese	Italian	
	Siamese		

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

The features in the 1911 Edition are the CLASSIFIED LISTS OF TRADES AND PROFESSIONS at the larger Commercial Centres.

ALPHABETICAL LIST OF RESIDENTS

contains the names of over 20,000 FOREIGNERS.

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THE MAPS AND PLANS

have been engraved by one of the most eminent artists in Great Britain and are corrected and brought up to date. They consist this year of the following:—

COLOURED PLATE OF FLAGS OF FOREIGN HONGS

MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KORE AND HYOGO

PLAN OF HONKOW SETTLEMENTS, THIRTEEN PLAN OF TIENTSIN (KIAOCH

SHIPPING IN PORT

STEAMERS

BORNEO, German str., 1,344, F. Semblin, 15th June—Sundakan 10th June, Timber and General—Melchior & Co.

BRAND, Norwegian str., 1,519, Evensen, 8th June—Newchwang 30th May, Chiofo 2nd June, General—T. & Co.

CHANGCHOW, British str., 1,205, Mills, 15th June—Newchwang 8th June, General—Butterfield & Swire.

CHENAN, British str., 1,350, L. Lloyd Jones, 8th June—Shanghai 4th June, General—Butterfield & Swire.

DAIYA MARU, Jap. str., 1,735, Nakamoto, 12th June—Mitsui 5th June, Coal—M. B. K.

DERWENT, British str., 1,560, J. Jenkins, 10th June—Saigon 6th June, Rice and General—Chinese.

DRUPAR, Norwegian str., 1,102, J. Bing, 15th June—Bangkok and Hoihow 14th June, General—China-Siam S. N. Co.

FRI, Norwegian str., 867, N. G. Anders, 12th June—Newchwang 4th and Delat 6th June, Bean, Agard, Thorson & Co.

INABA MARU, Japanese str., 3,837, S. Tomina, 9th June—Safale 9th May, Shanghai 9th June, Coal and General—Nippon Yusen Kaisha.

KALIFORNIA, British str., 987, Sidford, 16th June—Manila via Cebu and Iloilo 15th June, Hemp, Copra and Sugar—Butterfield & Swire.

LIGHTNING, British str., 2,122, E. P. Smith, 12th June—Calcutta via Straits 14th June, General—David, Sassoon & Co.

LOONG SANG, British str., 1,092, Z. Wheeler, 12th June—Manila 9th June, General—Jardine, Matheson & Co.

LOONG, German str., 1,020, G. Schultze, 14th June—Bangkok 7th June, Rice—Norddeutscher Lloyd.

LYMEON, German str., 1,256, J. Pilgrim, 15th June—Saigon 11th June, Rice—Hamburg-America Linie.

MANCIURIA, American str., 8,750, A. Dixon, 16th June—San Francisco 16th May, Mail and General—P. M. S. Co.

MANDARIN MARU, Japanese str., 3,246, T. Ota, 16th June—Mitsui 10th June, Coal—Mitsui Bussan Kaisha.

MATHURIN, German str., 831, Chr. Ullrich, 14th June—Hoihow and Hoihow 15th June, Rice and General—Jobson & Co.

MEXICO MARU, Japanese str., 6,064, N. Kobayashi, 15th June—Tacoma via Ports 13th May, General—Oreka Shosen Kaisha.

MURK, British str., 3,056, Y. A. Thomas, 10th June—Bulak Papan 2nd June, Bulk Oil—Agard, Thorson & Co.

NAM SANG, British str., 2,591, P. M. H. Lake, 15th June—Singapore 10th June, General—Jardine, Matheson & Co.

SABIN, Dutch str., 573, D. E. Beeve, 10th June—Kochow 8th June, Ballast—Asiatic Petroleum Co.

SUNGIANG, British str., 987, H. Mathias, 16th June—Hoihow 13th June, General—Butterfield & Swire.

TATUNG, Chinese str., 1,216, R. G. Paramore, 14th June—Shanghai 11th June, General—C. M. S. N. Co.

TELEMACHUS, British str., 1,330, Fraser, 14th June—Saigon 10th June, Rice and General—W. P. H. Sing.

YATSHING, British str., 1,424, S. J. Payne, 14th June—Shanghai and Swatow 10th and 13th June, General—Jardine, Matheson & Co., Ltd.

YUNYAN, British str., 1,240, G. W. Eddy, 9th June—Newchwang 2nd June, Coal—Butterfield & Swire.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Chiofo Maru* with the U.S. mails sailed from Yokohama on the 12th inst. and is due at Hongkong to-morrow.

The P.M.S.S. Co. str. *Mongolia* sailed from San Francisco on the 6th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th prox.

The T.K.K. str. *America Maru* left San Francisco with U.S. mails 14th inst. and is expected to arrive here on about 11th prox. via Japan Ports.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* from Sydney, &c., left Port Darwin on the 8th inst. for Hongkong, via Timor and Manila.

The E. & A. str. *Empire* left Sydney on the 11th inst. for this port, via Queensland ports, Port Darwin and Manila.

THE CANADIAN MAIL.

The C.P.R. Co. str. *Montcalm* arrived at Moji at 10 a.m. on the 12th inst. and left again at 8 p.m. same day for Shanghai, where she is due to arrive at noon on the 14th inst.

The C.P.R. Co. str. *Empress of India* arrived at Kobe at 8:30 p.m. on the 16th inst. and left again at midnight same day for Shanghai, where she is due to arrive at 4 a.m. on the 20th inst.

THE INDIAN MAIL.

The Indo-China str. *Laisang* left Calcutta for the Straits and Hongkong on the 7th inst. and is due here about the 23rd inst.

MERCHANT STEAMERS.

The N.Y.K. str. *Ringo Maru* (Bombay Line) left Singapore for this port on the 12th inst. and is expected to arrive to-day.

The N.Y.K. str. *Asaka Maru* (European Line) left Shanghai for this port on the 16th inst. and is expected here to-day.

The Mogul Line str. *Sikh* from United Kingdom left Singapore on the 15th inst. morning, and is therefore due here to-morrow afternoon.

The H.A. Line str. *Hellas* left Singapore on the 14th inst. p.m. and may be expected here on about the 21st inst. p.m.

The N.Y.K. str. *Atsuta Maru* (European Line) left Singapore for this port on the 15th inst. and is expected here on the 21st inst.

The Mogul Line str. *Pathan* left United Kingdom on the 12th March for Hongkong via Straits.

The O.S.K. str. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 27th ultimo, and is due here on or about the 3rd prox.

The T.K.K. str. *America Maru* left San Francisco on the 14th inst. and is due to arrive at Hongkong on or about 11th prox.

The T.K.K. str. *Kyo Maru* left Manzanillo for Hongkong on the 10th inst. and is due to arrive at Hongkong on or about 1st August.

The Barber Line str. *Sotsuma* left New York on the 10th inst. for Hongkong and Far East.

MYSTIC ROMANCE OF LOST JEWISH TREASURES.

BURIED MILLIONS.

Hongkong, May 17.

The following is an account of the origin of the myth and of Dr. Jurelius' connection with Captain Parker's Syndicate, whose excavations in Jerusalem have caused so much excitement in the Malometan world.

Dr. Walter H. Jurelius, during his studies for his diploma of doctor of philosophy, interested himself in the study of Jewish history, and, particularly Jewish chronology, and he found traces of what he believed to be a very complicated myth, which was in part used in the Hebrew texts. He then turned his attention to the Talmud, and found there in the Book of Mishnah an indication that, hidden in the Book of Ezekiel and in certain of Moses' books, were valuable secrets which could be decoded to no one.

Then he found in the Book of Ezekiel in cypher a description of a secret hiding-place in Jerusalem. The information conveyed by the cypher was—

That there was a secret hiding-place in Mount Orphel, certainly containing the Tables of the Law, the temple archives, and the temple treasures.

This hiding-place was connected with the blood canal used for carrying off the blood of the sacrificial offerings in the temple.

The hiding-place was in connection also with David's city. It is not stated in the cypher that the blood canal and David's city were in direct communication, though this is probable.

David's city was on Mount Orphel.

The immediate entrance to the treasure chamber was through a cleft deep down in the rock, which was filled up with the line of the hiding of the treasures, and must consequently first be cleared out by any explorers.

ACCESS TO THE SECRET.

There were three approaches to the water system, and thence to the blood canal. One of these, through the temple itself, now the Mosque of Omar, and another near to the Virgin's Well (discovered by Sir Charles Warren). The third approach was at a considerable distance, and in these days unobtainable.

That the blood canal was of considerable size may be gathered from the fact that at the consecration of the temple 22,000 oxen and 18,000 sheep were slaughtered as sacrifices by King Solomon.

Any exact description of the supposed contents of the secret chamber would be impossible, but it was understood that the treasure alone to be found there would be worth several millions of pounds.

At first the idea of a cypher as discovered by Dr. Jurelius was scouted by all to whom he mentioned the matter. He himself had not the means to equip an expedition to prove his theory. Through the offices of friends in Finland he was, however, brought, in 1908, into contact with a Swedish engineer named Millen, at that time resident in Copenhagen.

Through him a certain Lieutenant Hoppenrath, who had explored in the Congo, was interested in the matter, and communications were entered into with Captain Parker, in England.

In the summer of 1908 Dr. Jurelius was called to England, where the question of a syndicate to examine into the matter was mooted. A preliminary expedition to Jerusalem was undertaken, where Dr. Jurelius pointed out the exact place on which, according to his theory, explorations should be begun. On his return to England a syndicate was formed, permission being in the meanwhile obtained from the Turkish Government to carry on the operations. This consent was not given platonically.

SHARE ALLOTMENTS.

The representatives of the Government received half of the shares of the company in consideration of their consent. A quarter of the shares was allotted to Dr. Jurelius, in return for the syndicate obtaining the right to use his cypher and to carry out his plans. The remaining quarter was allotted to the English members of the syndicate, who undertook to find all the necessary working capital.

This syndicate was known as the J.P.M.V.F. Syndicate for Jerusalem Exploration. The title was taken from the initials of the partners, Dr. Jurelius, Mr. Millen, Captain Parker, Mr. Vaughan, and Mr. Fort. Since the time of the formation of the syndicate other persons have been interested in the matter, mostly financially, but their names have not appeared prominently except on the maps of the expedition. The nominal share capital of the company was fixed at £50,000.

In August, 1909, the first excavations were begun in the greatest secrecy and under various enticements as to the real object of the expedition.

About the middle of April Dr. Jurelius became aware that the efforts to approach the hiding place from the two outside entrances could not be successful for a considerably longer period. It was his opinion at that time, and he expressed it to the syndicate, that the only thing left open to the party to attain their goal quickly was to make an entry direct into the blood canal. If this could be accomplished.

The information received here is to the effect that some great discovery has been made, and that the prospect of a far valuable financial outcome of the expedition is considered to be very good. Firm offers have been made within the last two weeks to holders of the shares, £10 being bid for shares which are of the nominal value of £1 each.

THE NAVAL POSITION OF JAPAN.

With the view held by so many men of experience and ripe judgment in politics that Japan is preparing for war with the United States as fast as her financial position will permit, it is hard, says *The Globe*, to reconcile the fact that our ally in the Far East has actually been dropping back in the amount of warship tonnage constructed and under construction during the last two or three years. Realizing this, there now appears to be a strong desire on the part of some of her statesmen to make a sport that will place the Mikado's fleet in a better position to cope with the work that may possibly lie before it. This desire rests rather more with the progressives than with the more moderate politicians in Japan. That there may be some connection between this awakening and the fact that an order has been placed in Great Britain for a 27,000-ton battleship is possible, and even probable, but it will take some time, even with an accelerated programme, to restore her to the position from which she slipped back at a time when her friends believed that she was executing a secret programme which would result in her steadily gaining ground instead of losing it, as appears to be the fact. One of the means to be adopted to compensate for her decline in tonnage production (in new construction) is that of increasing the dimensions of battleships and cruisers in her present programme, if the most forward "la ge Navy" men manage to get their way. Japan now holds the fifth place among the navies of the world. There are certainly indications that a monster Japanese building programme may be a marked feature of Japan's naval policy at no distant date, and a battleship carrying 14 in. guns is only the first indication of undoubted earnestness in this direction. Her statesmen have the will, and a financial way will be found.

BY ROYAL WARRANT

PURVEYORS TO

H.M. KING GEORGE V.

JOHN BEGG'S
FAMOUS
SCOTCH WHISKY.

WHOLESALE AGENTS:
DADY BURJOR & Co.
7, QUEEN'S ROAD (CENTRAL),
HONGKONG.
TELEPHONE No. 663.

WEATHER REPORT.

On the 18th at 11:55 a.m.—The barometer has fallen considerably over the Looboo, owing to the typhoon, which is progressing towards N.W. near the Southern part of the group.

The depression lying over the Yangtze valley yesterday has moved into the Yellow Sea, and pressure is giving way in W. Japan.

Pressure has a tendency to increase over the Philippines. It remains low over S. China and Tonkin.

Relatively high pressure occupies the Pacific to the Eastward of the Bonins, and the S. part of the China Sea.

Fresh to strong monsoon may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 6.07 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood... Same as No. 1.
South coast of China between... Same as No. 1.
Hongkong and Lamook... Same as No. 1.
South coast of China between... Same as No. 1.
Hongkong and Hainan... Same as No. 1.
S.W. winds, fresh; fine at first, squally, probably thunderstorms later.

UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Addy, Hongkong Hotel	From
Katowing	Kobe
Kaoching	Omura, Yokohama
Kolonetjia	Saorabaia
Kwangkaching	Saorabaia
Kwangtung Kwongyong	Kobe
Mansey, Hongkong Hotel	St. Petersburg
1311, 5228	Amoy
2938, 4410	Amoy
6410, 7456	Shanghai

The following is a list of unclaimed telegrams lying in the Eastern, Australasia & China Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Arnold-Stanley, Pacific Mail	Chicago
Line Office	Chicago
Dawson-Prince Mahabaker	Hanoi
Hailung	Manila
Lawdoleen 221, Hollywood	Rangoon
Lokye	Macao
Sands	Macao
Shuncheong	Nandim
Tungshim o/o Wangiatyuen	Port Darwin
Bonham Strand	Bombay
Wosing	Macao
0578 1344 0351 0674	Saigon
Tuenchan	Saigon

HONGKONG TIDE TABLE.

From June 19th to 25th, 1911.

Days of Week.	Lows of Month.	HIGH WATER.		LOW WATER.	
		H'kong Mean Time.	Height.	H'kong Mean Time.	Height.
Mon.	19	h. m.	ft. in.	h. m.	ft. in.
		4 33	4 2	6 34	4 1
		1 24	5 6	9 35	1 6
Tues.	20	4 48	4 5	8 54	4 0
		2 59	5 2	10 25	1 8
Wed.	21	5 9	5 0	11 1	3 5
		4 24	4 9	11 9	2 0
Thurs.	22	5 38	4 6	10 20	2 7
		5 52	4 6	15 50	2 2
Fri.	23	6 14	4 6	1 19	1 8
		7 9	4 4		
Sat.	24	6 53	6 8	0 28	2 4
		8 18	4 3	2 11	1 1
Sun.	25	7 34	7 4	1 5	2 6
		9 23	4 2	3 1	0 4

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 18th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	Date at 4 p.m.
Barometer	29.55	29.59	29.51
Thermometer	83	87	89
Humidity	63	72	69
Wind Direction	SW	WSW	
Force	1	1	0
Weather	c	c	o
Rain		0.07	

Highest open air Temperature on 16th 90
Lowest open air Temperature on 16th 81

ON SALE.

ROUND VOLUMES OF THE HONGKONG WEEKLY PRESS, July to December 1910, with index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 28th March, 1911

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mrs E. M. A. Apcar
Mr. H. H. Bunde
Mr. Pichman
Mr. & Mrs. Bush
Mr. P. F. Chivers
Mr. D. E. Clark
Mr. W. E. Clarke
Mr. H. L. Condon
Mr. O. G. W. W.
Mr. G. C. Cudell
Mr. N. K. Davidson
Mr. W. C. Drew
Mr. H. W. Durlacher
Mr. E. J. W. James
Capt. G. Eddy
Mr. Egar
Mr. & Mrs. Thewless
Mr. C. G. L. Elverson
Mr. J. P. English
Mr. F. Eron
Mr. G. H. Evans
Mr. H. G. Fisher
Mr. J. Forester
Dennan Fuller
Mr. A. S. Giger
Mr. V. Goulburn
Capt. T. C. Hamilton
Mr. J. C. Hamilton
Mr. A. Harrison
Mr. T. F. Hosen
Hon. Mrs. E. A. Howet
Mr. & Mrs. Horatio, S. King

KING EDWARD HOTEL.

Miss L. Arnold
Mr. T. Aoki
Mr. R. A. Ariva
Capt. Thos. Arthur
Mr. Bellio
Mr. M. P. Beattie
Miss Beattie
Mr. and Mrs. H. B.
Dr. Briggs & Son
Dr. Crozier
Mr. Engster
Mr. A. Fabian
Miss M. Gains
Mr. H. George
Mr. J. Gordon
Mr. C. L. Harper
Mr. T. Hood
Mr. E. S. Kacel
Miss C. Kacel

GRAND HOTEL.

Mr. E. W. Bauckham
Mr. O. Bruger
Mr. Gilbert
Mr. D. James
Mr. Kaufholz
Mr. Kelly
Dr. F. T. Kaye
Mr. and Mrs. Chas. G. King
Mr. & Mrs. Meyers
Mr. R. J. Mooney

KINGSLADE PRIVATE HOTEL.

Comdr. F. Acton, R.N.
Mr. H. Adam
Mr. F. Acton & Maid
Mr. E. Arnold
Mr. & Mrs. Ascott
Mr. H. Bennett
Mr. F. Beverington
Dr. & Mrs. B.W. Brown
Mr. Cocker
Mr. & Mrs. F. Crawford
Mr. & Mrs. D. Donnelly
Mr. C. E. Gorman
Mr. J. Graham
Mr. & Mrs. C.E. Harvey
Dr. Hobson
Mr. H. Hoffman
Mr. H. Koch
Mr. & Mrs. J. Lamme
and children

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

TAIKOO DOCK YARD & ENGINEERING CO., LTD.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS,
BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAREM	—	—	SHANGHAI & KOBE	Second half of June
TJITATJAP	JAVA	Second half of June	JAPAN	Second half of June
TJIKINI	JAPAN	Second half of June	JAVA	Second half of June
TJIBODAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIPANAS	JAVA	Second half of June	JAPAN	Second half of June
TJILIWONG	JAVA	First half of July	SHANGHAI	First half of July
TJIMAH	JAVA	Second half of July	JAVA	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.
York Buildings, 1st Floor.
Hongkong, 15th June, 1911.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., SEATTLE & PORTLAND (Or)

VIA

SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
LUCERIC	6,400	J. Mathie	30th June.

To be followed by other Steamers of the Company at regular intervals.

The Steamers of the BANK LINE, Ltd., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AVOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight and Passage, apply to—
TELEPHONE No. 780.

THE BANK LINE, LIMITED,
KING'S BUILDING, PRAGA CENTRAL.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:

For rates and further information, apply to—
THE BANK LINE, LIMITED,
Hongkong, 10th June, 1911.
(MANAGING AGENTS.)

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE & MOI "YEDDO" About 22nd July.

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
OLOF WILK & CO., CHINA AGENCIES, AKTIEBOLAG.
YORK BUILDINGS TOP FLOOR

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "nearest Hongkong" "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

SHIPPING

ARRIVALS.

AMICO, German str., 822, W. Langschwager, 17th June—Halle 16th June, General—Johann & Co.
 ANTEA, British cruiser, 4,360, E. B. Kiddle, 17th June—Waihaiwei 15th June
 BESSIE DOLLAR, British str., 2,927, Cross, 17th June—Manda 15th June, Lumber and Hemp—Order
 CRIBEL, British str., 1,143, F. McGarity, 17th June—Swatow 16th June, Ballast—Butterfield & Swire
 CHINUA, British str., 17th June—Canton
 CHOSUEN MARU, Japanese str., 1,301, T. Yamaguchi, 17th June—Swatow 16th June, General—Osaka Shosen Kaisha
 COBLENZ, German str., 1,301, W. C. Passmore, 17th June—Yokohama 10th June, General—Melchers & Co.
 CHUNSIAN, British str., 1,418, C. Matlock, 18th June—Singapore 31st May and Pulo Laut 9th June, Coal—Jardine, Matheson & Co.
 FLORA, British cruiser, 4,360, J. Nicholas, 17th June—Waihaiwei 15th June
 HAICHING, British str., 3,257, W. C. Passmore, 18th June—Swatow 17th June, General—Douglas, Leprieux & Co.
 HENRIK, Norwegian str., 4,578, Chr. Smith, 17th June—Portland 10th May, General—Portland & Asiatic S.S. Co.
 HUIFEN, British str., 1,825, T. Baker, 16th June—Newchwang and Chefoo 9th June, General—Butterfield & Swire
 JOHANN, German str., 932, M. Tpland, 17th June—Haiphong 14th June, Rice—Johann & Co.
 KUEICHOW, British str., 1,219, Forayth, 18th June—Tientsin 11th June, General—Butterfield & Swire
 KWANTAI, Chinese str., 1,536, Stewart, 17th June—Shanghai 14th June, General—C. M. S. N. Co.
 KWONGHANG, British str., 1,965, W. F. Richard, 18th June—Wakamatsu 12th June, Coal—Jardine, Matheson & Co.
 MENZLAUS, British str., 3,006, L. M. Moran, 16th June—Liverpool 6th May, General—Butterfield & Swire
 MONMOUTH, British cruiser, 9,000, L. E. Power, 17th June—Waihaiwei 15th June
 PAKLAT, German str., 1,018, Joh. Winkler, 18th June—Bangkok 10th and Swatow 17th June, Rice and Teakwood—Butterfield & Swire
 RUBI, American str., 2,797, S. A. Crosby, 17th June—Manda 14th June, Hemp and Sugar—Melchers & Co.
 SEKTA, German str., 991, M. Jensen, 18th June—Bangkok 9th June, Rice—Chinua
 SI-KIANG, French str., 615, E. de Catalano, 18th June—Haiphong 16th June, General—Messagerie Maritime
 UNDA, British str., 879, E. Laidman, 18th June—Shanghai 14th June—Asiatic Petroleum & Co.
 YATSHING, British str., 18th June—Canton.

DEPARTURES

CHINUA, Chinese str., for Shanghai
 HONGKONG MARU, Japanese str., for Moji
 HONGKONG, French str., for Hoibow
 SAMSEN, German str., for Swatow
 TITANIC, Dutch str., for Shanghai
 CHINUA, British str., for Shanghai
 CLARA JEREN, German str., for Cheribon
 COBLENZ, German str., for Manda
 DAIJI MARU, Japanese str., for Swatow
 HUIFEN, British str., for Canton
 LOKRANG, British str., for Shanghai
 MENZLAUS, British str., for Shanghai
 PERISA, Austrian str., for Shanghai
 SHIMOTO MARU, Japanese str., for Takao.

SHIPPING REPORTS.

The British str. Haiching reports: Moderate monsoon.
 The French str. Si-Kiang reports: Fine weather. Fresh southerly winds, rough sea.
 The Chinese str. Kwangshai reports: Strong southerly wind to Hae Island; thence light to moderate S.W. winds and clear weather, moderate South swell.

PASSENGERS.

ARRIVED.
 Per Kwangshai, from Shanghai, Mr H. E. Gibson, Mr Lat and Mr Wong.
 Per Haiching, from Coast Ports, Dr. Darsen, Mr S. Baum, Mr and Mrs G. de Oree and 2 children.
 Per Si-Kiang, from Haiphong, Mr and Mrs Cohen, Messrs Montegnier, E. F. Gagnin, Ross, R. P. Kiroker and Durast.
 Per Rubi, from Manila, Messrs C. B. Campion, G. L. Krouder, H. Schanberg, L. P. Fiege, H. Humphreys, K. Khan and M. C. Gagnin.
 Per Coblenz, from Yokohama, for Hongkong, Dr E. Grizzi, Dr N. E. E. Hocko, Messrs R. Kroglinger, A. Zahrad, R. Chauvillat and Peck; for Manda, Louis, Converse, Mrs J. Robinson and Mrs G. Robinson.

STEAMERS PASSED THE CANAL.

May 25th—Caledon, Dunbar, Kitano Maru
 30th—Glenaryshire, Tydeus, Warrior
 31st—Glenaryshire, Helene, Rickmers
 1st June—Reigate, Spezia, Baron Mulo. June 2nd—Bellerophon, Beuchet, Benarig, Deucalion, Koberga, Paloma, Paloculus, Sazakia, Syria, Indradeco. 6th—Cardiganshire, Liberia, Nippon, Ville de la Citad. 9th—Indragantha, Kanagawa Maru, Proudhon. 15th—Baron, Androsan, Memnon, Montrose. 16th—Austria, Katana, Nore, Silevia, Suevia, Telamon, Wray Castle.

ARRIVALS AT HOME.

June 16th—Aki Maru.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"
 Captain E. P. Smith, will be despatched for the above Ports TO-MORROW, the 20th inst., at Noon.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 15th June, 1911.

EST ASIATIQUE FRANCAIS
MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "SI-KIANG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG
 (via Kwang Chow Wang).

Fortnightly Service in 58 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS, M.M. Co's AGENT.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.

From Quebec.

"MONTEAGLE" Wed. 28th June
 "EMPRESS OF INDIA" Sat. 1st July
 "EMPRESS OF JAPAN" Sat. 12th Aug.
 "EMPRESS OF CHINA" Sat. 2nd Sept.
 "EMPRESS OF INDIA" Sat. 2nd Sept.
 "MONTEAGLE" Tuesday, 12th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M.

"Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate on Steamers \$43 \$45
 and 1st Class Railway
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" is a new Intermediate Passenger only, at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHANDLER, General Traffic Agent for China, Corner Paddar Street and Fraya, opposite Blake Pier.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 20th June, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 30th June, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 12th June, 1911.

PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"HENRIK IBSEN"	4,578	Christen Smith	On 20th June, Noon.
"HEBULES"	3,789	Rasm. Wilhelmse	On 30th June, Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, AGENT.

King's Building, (Opposite Blake Pier).

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
KOBE and YOKOHAMA	"PRINZ WALDEMAR"	6,100	About 27th June.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITEL FRIEDRICH"	16,000	Wed. 28th June, at 5 P.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZESS ALICE"	20,300	About 28th June.
KUDAT and SANDAKAN	"BOREO"	5,050	End of June.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th June, 1911.

VESSELS ON THE BERTH

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

"DACRE CASTLE," On or about 21st June.
 For freight and further information apply to— SHEWAN, TOMES & Co., General Agents, Hongkong, 30th May, 1911. [767]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

Captain S. Barham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 24th June, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co's s.s. "MACDONALD," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. ARABIA, due in London on the 6th August, 1911. Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 12th June, 1911. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT) sailing at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"E. FRANZ FERDINAND,"
 Capt. B. Cöbel, will be despatched as above on WEDNESDAY, 28th JUNE, AT 2 P.M.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passages and Freight, apply to SANDER, WIELER & Co., Agents, Princes' Buildings, Hongkong, 12th June, 1911. [3]

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST.
 PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN" ... On or about 28th June.
 For Freight and further information, apply to RODWELL & Co., Ltd., Agents.
 Hongkong, 16th June, 1911. [822]

Cutler, Palmer & Co.'s



SHIPPERS
 Cutler, Palmer & Co., London.
 AGENTS
 SIEMSEN & CO., HONGKONG.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 22nd June	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 24th June	See Special Advertisement.
SHANGHAI, MOJI, KOBE	PALMERO	About 24th June	Freight only.
LONDON and ANTWERP	CEYLON	About 29th June	Freight only.
NANG, COLOMBO, PORT SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE	SYRIA	About 29th June	Freight and Passage.
and YOKOHAMA			

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th June, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAI PHONG	"SUNGKIANG"	On 20th June, 10 A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 20th June, 4 P.M.
AMOI and SHANGHAI	"CHANGCHOW"	On 21st June, 4 P.M.
TIENSIN	"KUEICHOW"	On 22nd June, 4 P.M.
SHANGHAI	"ANHUI"	On 22nd June, 4 P.M.
SHANGHAI	"CHENAN"	On 24th June, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 27th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[10]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 20th June, at 11 A.M.
"HAIMUN"	Capt. J. W. Evans	FRIDAY, 23rd June, at 11 A.M.
"HAITAN"	Capt. J. S. Ross	TUESDAY, 27th June, at 11 A.M.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 17th June, 1911.

HAMBURG-AMERIKA LINIE

IN CONNECTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For MARSEILLES, HAVRE & HAMBURG:
S.S. SILVIA ... 19th June.	S.S. SCANDIA ... 23rd June
S.S. MELLAS ... 20th June	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. SPEZIA ... 1st July	S.S. SITHONIA ... 26th June
S.S. SILEZIA ... 12th July	For HAVRE & HAMBURG:
S.S. AMBRIA ... 28th July	S.S. SLAVONIA ... 8th July
S.S. ALESIA ... 9th Aug.	For ROTTERDAM & HAMBURG:
S.S. SENEGAMBIA ... 25th Aug.	S.S. BEASLIA ... 9th July
S.S. SUEVIA ... 6th Sept.	For HAVRE & HAMBURG:
	S.S. SPEZIA ... 6th Aug.
	For ROTTERDAM & HAMBURG:
	S.S. BRISGAVIA ... 7th Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th June, 1911.

[12]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE and MOJI	"NAMSANG"	Tuesday, 20th June, 11 P.M.
MANILA	"YUENSANG"	Saturday, 24th June, 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"POOKHANG"	Monday, 26th June, 2 P.M.
TIENSIN	"CHEONGSHING"	Wednesday, 28th June, 2 P.M.
MANILA	"LOONGSANG"	Saturday, 1st July, 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTANG", "NAMSANG" and "POOKHANG" leave about every 3 weeks for Shanghai and returning to Kobe (Japan Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Taingai, Weihaiwei, Chiaofoo, Hainan & Newchwang.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 19th June, 1911.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, June 30th, Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, July 23rd, Noon.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
TO NEW YORK	£ 71-10-0, "
TO LONDON	£ 120-0-0, Return 6 Months
"	£ 125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
" VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS.—Missionaries and their families. (These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Sorews. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY. THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to a Overland Common Point in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVING
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 12th July, at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6,063	TUESDAY, 28th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVING
FOOCHOW VIA SWATOW and AMOI	"CHOSHUN MARU"	WED'DAY, 21st June, at 10 A.M.
TAMSUI VIA SWATOW and AMOI	"DALIN MARU"	SUNDAY, 11th June, at Noon.

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of:—
1ST CLASS \$45.50 2ND CLASS \$29.90.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

1721

S. HIROI,
MANAGER

"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PICNIC

A SMALL CASK OF

O. B.
BEER.

Fresh from the Brewery.

"Just Try It"

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U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

STEAMERS	TONS	SAILING DATES
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 28th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 10th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.

* Twin Sorews.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 24th June, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomacy, Consular and Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, £43. HONGKONG TO SAN FRANCISCO via New York " " £25.

Through Bills of Lading issued to Japan, North, Central and South America Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 21st June, at Daylight
	HITACHI MARU Capt. T. Yamawaki	7,000	WED'DAY, 5th July, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. B. Koz	7,000	SATURDAY, 15th July, from Kobe
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 20th June, at 4 P.M.
YOKOHAMA and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 18th July, at 4 P.M.
SYDNEY and MELBOURNE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th July, at Noon
ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 4th Aug., at Noon
SHANGHAI, MOJI, KOBE	BINGO MARU Capt. J. S. G. Parsons	7,000	TUESDAY, 20th June, at Daylight
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	9,000	THURSDAY, 22nd June, A.M.
BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU Capt. Tozawa	6,000	TUESDAY, 27th June
KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	TUESDAY, 4th July, at Noon

† Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers ‡ Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Optics of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14-201

T. KUSUMOTO, MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—1, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.

